

Member Governments

Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
NC Department of
Transportation
County of Orange

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC)**

**January 22, 2014
9:00 a.m.**

**Committee Room
2nd Floor Durham City Hall**

- 1. Roll Call**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

CONSENT AGENDA

- 4. Approval of December 18, 2013 TCC Meeting Minutes
Attachment 4**

A copy of the December 18, 2013 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the December 18, 2013 TCC meeting.

ACTION ITEMS

- 5. Prioritization 3.0 – Approval of Submission of Projects
Attachment 5, 5A, 5B, 5C, 5D
Ellen Beckmann, LPA Staff
Dale McKeel, LPA Staff
Andy Henry, LPA Staff**

A memo on Prioritization 3.0 is provided as Attachment 5. The TAC approved the submission of the MPO's highway and bicycle and pedestrian projects on January 8. The TAC sent letters to the Division Engineers requesting that each Division share their list of project submissions and their Prioritization process with the TCC (Attachment 5B). The TCC should review these lists and determine if any TAC action is necessary. The TCC also needs to develop a recommended list of five rail projects for the MPO to submit. In addition, the MPO can also add to the transit projects submitted by the operators. A list of all highway, bicycle/pedestrian, transit, and rail projects is provided as Attachment 5A.

The TCC also needs to begin developing the local ranking methodology for Prioritization 3.0. The MPO's existing methodology is provided as Attachment 5C. The letter NCDOT sent to the MPO regarding their approval of our methodology is provided as Attachment 5D.

TCC Action: Recommend that the TAC approve the list of rail projects for submission to Prioritization 3.0. Consider any recommended changes to the highway, bicycle/pedestrian, and

transit projects for submission to Prioritization 3.0. Discuss updates to the local ranking methodology and refer to subcommittee.

6. STP-DA and Transportation Alternatives Program (TAP)

Attachment 6, 6A, 6B, 6C

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Attachment 6 is a memo describing the proposed Call for Projects. Attachment 6A is the approved STP-DA and TAP distribution policy. A list of FY 2014 STPDA funding is included in Attachment 6B. Attachment 6C displays the projects that local governments have proposed for FY 2015 and 2016. This information is incomplete, and LPA staff recommend that the TCC defer a recommended programming of projects until the February TCC meeting.

TCC Recommendation: Review current information and refer to subcommittee if necessary.

7. FY 2012-2018 TIP Amendment #14

Attachment 7, 7A

Ellen Beckmann

Amendment #14 to the FY 2012-2018 Transportation Improvement Program is necessary to reflect several recent State TIP Amendments and Modifications. Attachment 7 is a memo describing these changes. Attachment 7A is the resolution and tables.

TCC Action: Recommend approval of the resolution.

REPORTS FROM STAFF:

8. Reports from Staff

Attachment 9

Felix Nwoko, LPA Staff

TCC Action: Receive report from staff

9. Report from the Chair

No attachment

Mark Ahrendsen, TCC Chair

TCC Action: Receive report from TCC Chair

10. NCDOT Report

Attachment 10

Wally Bowman (Joey Hopkins), Division 5 – NCDOT

Mike Mills (Pat Wilson), Division 7 – NCDOT

Rob Stone (Darius Sturdivant), Division 8 – NCDOT

Julie Bollinger, Transportation Planning Branch – NCDOT

Kelly Becker, Traffic Operations – NCDOT

TCC Action: Receive report from NCDOT

INFORMATIONAL ITEMS:

11. None

Adjourn

Next meeting: February 26, 2014

**PLEASE NOTE THAT THE CHAPEL HILL STREET PARKING GARAGE IS NOW OPEN
FOR BUSINESS.**

40 There were no comments from the public.

41 **CONSENT AGENDA:**

42 **Approval of November 20, 2013 TCC Meeting Minutes**

43 Ellen Beckmann pointed out changes to the minutes they are as follows; line 11 should be
44 John Grant, line 25 Mila Vega is a voting member, and Hillary Pace name is listed twice (delete line
45 31), Julie Bollinger requested to have the word “comprehensive plan” spelled out in the minutes.

46 A motion was made by Felix Nwoko to approve the consent agenda as amended, and
47 seconded by Margaret Hauth. The motion carried unanimously.

48 **ACTION ITEMS:**

49 **2013 Coordinated Public Transportation – Human Services Transportation Plan (CPT – HSTP)**

50 **(Attachments 5, 5A, 5B)**

51 Andrew Henry provided an update on the Coordinated Public Transportation – Human
52 Services Transportation Plan (CPT – HSTP) along with attachments. Andrew Henry stated the TAC
53 released the Transportation Plan in November. The TAC concerns about the program are listed on
54 attachment 5. Andrew Henry confirmed the generalization the of the goals, objectives, and
55 evaluation factors as suggested by Meg Scully, and stated that the Transportation Plan will be
56 implemented through the Program Management Plan. Andrew Henry referred to attachment 5 for
57 an explanation on the project selection process. Bret Martin asked about the status of updating the
58 incorrect information in the Orange Public Transportation section. Andrew Henry stated that the
59 corrections will be made.

60 Sherry Taylor-Lewis stated the online draft has not been revised, the consultant has revised
61 the draft; however it has not been finalized to be posted on the website. Felix Nwoko stated that the
62 Program Management Plan will be implemented in March.

63 A motion was made by Felix Nwoko to recommend the final Coordinated Public
64 Transportation – Human Services Transportation Plan document to the TAC, and seconded by Bret
65 Martin. The motion carried unanimously.

66 **Prioritization 3.0 (Attachment 6, 6A, 6B)**

67 Ellen Beckmann provided an introduction and update on Prioritization 3.0 along with
68 attachments. Ellen Beckmann stated the action is for the TCC to recommend a list of highway, bike
69 and pedestrian, and rail projects for submission.

70 Margaret Hauth stated per David King a contract will be signed to start the capacity study on
71 the 20th of December and will be completed by September 15, 2014.

72 Ellen Beckmann stated the Transit projects were submitted by the Transit Operators. David
73 Bonk mentioned a glitch with Durham submitting projects to the state. Bret Martin commented on a
74 glitch with Partner Connect that prevented attachments to be submitted by the deadline; however,
75 NCDOT acknowledged the issue and extended the deadline to December 8th. David Bonk stated that
76 everything has been submitted. Ellen Beckmann referred to attachment 6A and provided an update
77 on project removals and new projects. Ellen Beckmann referred to the list of projects in the MTP on
78 attachment 6B and stated there are four projects that are in the MTP that were not requested by
79 local governments and are not in for submission (Eubanks Rd widening from Millhouse Rd to NC 86,
80 NC 54 Superstreets from Burning Tree to Meadowmont Lane and from Meadowmont Lane to Barbee
81 Chapel Road, and Lystra Road Modernization. David Bonk asked if the plan was definitive for a
82 superstreet design with respect to corridor improvements. Andrew Henry stated some of the
83 projects were called a “superstreet” in the 2040 MTP and the project type could change when a
84 feasibility study is done.

85 Ellen Beckmann asked Mike Kneis if he was aware of the projects that will be submitted by
86 Division 5. Mike Kneis stated that Joey Hopkins shared the list with her or Mark Ahrendsen. Ellen

87 Beckmann stated that she has not seen the list. Mike Kneis stated that he would speak with Joey
88 Hopkins. Jeff Brubaker asked if the Franklin Street project falls under division needs or regional
89 impact. Ellen Beckmann stated it would be division needs.

90 Ellen Beckmann provided an update on bike and pedestrian projects. The MPO can submit
91 20 projects. All jurisdictions were asked to submit a list of their top priorities, the subcommittee
92 discussed a ranking method for the projects, and the LPA staff applied it. Ellen Beckmann stated
93 there were 32 projects submitted, referred to attachment 6C and provided an update.

94 Dale McKeel stated that NCDOT should provide a better description between the major and
95 secondary centers category for better consistency and integrity. Dale McKeel notified the TCC of a
96 couple of errors in the data that was submitted. Dale McKeel requested to make corrections to the
97 data that was submitted to the TAC and stated that project #16-LaSalle Street may move up one or
98 two spaces and project #31 and #32 would be switched.

99 David Bonk expressed concern with swapping project #19-Pope Road/Epheusu Church Road
100 because it is the only project that has three supporting jurisdictions.

101 Felix Nwoko made a motion to endorse the highway list as proposed pending the discussion
102 about Briggs Avenue and the bike and pedestrian list with the change of swapping projects 19 and 20
103 with projects 21 and 22, and recommend this to the TAC, and seconded by Jeff Brubaker. The motion
104 carried unanimously.

105 Ellen Beckmann stated that Mark Ahrendsen asked the TCC to endorse a resolution that
106 would formally oppose NCDOT policy not to fund the right-of-way cost for bike and pedestrian
107 projects. The resolution is to go forward to the TAC in January stating the opposition to the policy
108 and the inconsistency with federal rules and how highway projects are funded.

109 Mark Kneis suggested that someone speak with Lauren Blackburn from NCDOT for
110 clarification. David Bonk suggested adopting the resolution for now until clarification is provided.

111 The resolution can be modified or withdrawn with an explanation. A motion was made by Felix
112 Nwoko to support a resolution opposing the DOT policy, seconded by Tom Altieri. The motion
113 carried unanimously.

114 **STP-DA and Transportation Alternatives Program (TAP) (Attachments 7, 7A, 7B, 7C)**

115 Ellen Beckmann provided an introduction on STP-DA and Transportation Alternatives
116 Program (TAP) along with attachments.

117 Ellen Beckmann updated the committee on the call for projects for STP-DA and TAP funding
118 in FY 2015 and 2016. Ellen Beckmann stated that the list for the FY 2014 STP-DA funding was
119 presented to the committee in November which included changes recommended by the local
120 jurisdictions. Ellen Beckmann referred to attachment 7A and provided an explanation.

121 David Bonk asked about the table on page 2 and if it reflected the last minute clarification
122 received from DOT about the status of the transit money that was thought to be flexed; but was not.
123 David Bonk stated the Chapel Hill project needed to be included on the list. Ellen Beckmann stated
124 that the money has been obligated but not flexed. David Bonk stated that the money would be used
125 for road reconstruction serving a park and ride lot in FY 2014. Ellen Beckmann stated the project is
126 subject to a separate TIP number and TAC approval.

127 Jeff Brubaker stated that the final cost estimate for the Bike Loop Detectors project will
128 exceed the available funding amount and asked what his options were? Ellen Beckmann suggested
129 reallocating funding among his current projects.

130 Ellen Beckmann referred to attachment 7B and provided an explanation on the existing
131 policy and explained the subcommittee's recommendation for changes. Ellen Beckmann referred to
132 attachment 7C –NCDOT policy for programming TAP funding and stated it was e-mailed to everyone
133 mainly for information. Ellen Beckmann stated the process would be for the TAC to approve the
134 revised policy in January. In February, the projects would be selected which will go forward with a

135 corresponding TIP Amendment also showing the FY 2014 project changes. The TAC would be
136 requested to approve the TIP Amendment showing the STP-DA and TAP for FY 2014, 2015, and 2016.

137 Patrick McDonough requested a motion to amend the policy to open the Transit category to
138 any transit provider in the MPO that receives 5307 funds. The Transit portion should be allocated the
139 same way the 5307 funds are among the 5307 eligible agencies. This would provide predictability
140 and continuity across policy between 5307 and STP-DA dollars. In addition, reduce special projects
141 from 5% back down to 3% in the policy which was discussed in a previous subcommittee meeting.
142 Bret Martin asked for a clarification about the suggestion of splitting according to the 5307 funding
143 split. Patrick McDonough provided an explanation, seconded by Bret Martin.

144 Mike Kneis suggested not inflating the total by 30% for transit. David Bonk stated that
145 Transit will use all the money they receive. Patrick McDonough expressed his concern about the
146 incompleteness of projects. Bret Martin provided an explanation of the Section 5307 sub-allocation
147 formula and stated there is an inequity of in the current Section 5307 apportionment formula that
148 the MPO is using. Felix Nwoko suggested scheduling a meeting to discuss Section 5307 in January or
149 February due to the complexity of the issue and suggested the Sub-subcommittee be involved in the
150 discussion. Bret Martin rescinded his second to the motion and stressed that this is something that
151 must be revisited sooner than later. Patrick McDonough withdrew his motion and stated that he
152 would like this to go to the subcommittee as a new item and have the Sub-subcommittee be
153 involved.

154 Andrew Henry made a motion to apply 30% inflation to regional bike and pedestrian as well
155 as local discretionary, seconded by Jeff Brubaker with an amendment of eligible projects for the
156 regional bike and pedestrian category to include projects are regional routes in the 2040 MTP, and
157 other routes that are in more than one municipality and are at least one mile in length. Andrew
158 Henry suggested changing the policy not amending the MTP. Ellen Beckmann will revise the

159 language. David Bonk stated the amendment made by Jeff Brubaker is to revise the language to add
160 to the resolution. David Bonk stated the recommendation to the TAC is to recommend this policy as
161 it is revised to only apply the 30% over programming factor to the regional bike and ped category and
162 local discretionary category pending a decision about a firmer number regarding the UPWP or MPO
163 planning for next year, Margaret Hauth seconded the recommendation. The motion carried
164 unanimously.

165 David Bonk asked about the status of the CMAQ funding source. Ellen Beckmann stated the
166 applications have been submitted to NCDOT; however, they have not amended the TIP to add the
167 2016 and 2017 funding years. David Bonk requested a list be sent out to everyone.

168 **2011 Call For Projects - JARC**

169 Felix Nwoko provided an introduction on JARC Funding along with an attachment. Felix
170 Nwoko stated that this handout is a list of 2011 JARC projects that were approved by the TAC. The
171 recommendation is to have the funds reallocated within the POP between Chapel Hill Transit and
172 Durham County Access by the TAC. This item will come back to the TAC in February for review.

173 **REPORTS FROM STAFF:**

174 **Reports from Staff**

175 Ellen Beckmann stated that the MOU was sent out for approval and is due by February 20,
176 2014. Chatham County had concerns.

177 **Report from the Chair**

178 David Bonk provided information about the Public Forum on the Old Durham Chapel Hill
179 Road, Chapel Hill section.

180 **NCDOT Reports (Attachment 12)**

181 Mike Kneis, Division 5, stated the report that was provided is missing three columns;
182 however, the information will be provided at the next meeting. They are currently waiting for the

183 new controller software to activate the signals on the signal upgrades. Ellen Beckmann asked what
184 the divisions were required to do for Prioritization and public input. Mike Kneis stated that there will
185 be a public meeting on the division's criteria for assigning local points in January. Felix Nwoko asked
186 if the MPO can send a letter to each division requesting their actions. David Bonk stated we need to
187 formalize the process.

188 David Bonk stated the files on the web-site are not active they are coming up damaged.

189 David Bonk provided a Division 8 update about refining the future year traffic projection for the US
190 15-501 South corridor study. The third version was released.

191 Jeff Brubaker provided a Division 7 update on the driveway acquisition for Homestead
192 Chapel Hill multiuse path. Right-of-way authorization will be finalized within the next few months.

193 **INFORMATIONAL ITEMS:**

194 Ellen Beckmann stated she will follow up on the late June or July TAC meeting based on the
195 Prioritization schedule. There is one TAC evening meeting noted for June 11, 2014.

196 **Adjournment**

197 There being no further business before the Technical Coordinating Committee, the meeting was
198 adjourned at 11:03 a.m.

MEMORANDUM

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 22, 2014

Subject: **FY 2016-2022 TIP – Prioritization 3.0**

Background

Prioritization 3.0 is NCDOT's third iteration of using a quantitative prioritization process for development of the State Transportation Improvement Program (STIP). In 2013, the General Assembly codified the prioritization process and set many parameters on the use and distribution of transportation funding in legislation titled Strategic Transportation Investments (H817).

The Strategic Transportation Investments legislation organized transportation funding into three categories: Statewide Mobility, Regional Impact, and Division Needs. Statewide Mobility includes highway projects mostly on Interstates and the National Highway System (e.g. I-40, US 15/501, NC 147), commercial service airports (e.g. RDU), and major freight rail corridors (e.g. the NC Railroad). Regional Impact includes Statewide Mobility projects and adds highway projects on other NC and US routes (e.g. NC 54, US 501), public bus and rail transit that crosses county lines (e.g. Durham-Orange light rail, Triangle Transit bus). Division Needs includes Statewide Mobility, Regional Impact, and adds other state roads (e.g. Fayetteville Road), federally funded municipal roads (e.g. portions of Martin Luther King Jr. Parkway), other public transit (e.g. DATA, CHT), and bicycle and pedestrian projects.

Forty percent of the funding is allocated to the Statewide Mobility category for competition statewide based fully on a quantitative analysis. Thirty percent of the funding is allocated to the Regional Impact category for competition within two paired Divisions (5&6, 7&9, 8&10) and is distributed by population of the paired Divisions. Regional Impact projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers. Thirty percent of the funding is allocated to the Division Needs category for competition within a Division and is distributed equally to each Division. Division Needs projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers.

Prioritization 3.0 will result in a draft STIP which will be released by NCDOT by December 1, 2014. The MPO will also release a draft TIP at that time and seek public input. A final STIP and TIP are expected to be approved by July 1, 2015 by the NC Board of Transportation and the MPO. The STIP and TIP will include funding for federal fiscal years 2016 through 2022.

Schedule

Steps for submission of projects:

- October 23, 2013: Deadline to modify an existing highway project
LPA staff coordinated with Division staff to make a few technical modifications to projects in the DCHC MPO
- November 29, 2013: Transit project submission deadline for Prioritization 3.0 for transit operators.
DATA, CHT, OPT, and Triangle Transit submitted projects
- January 8, 2014: DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
Completed
- January 22, 2014: DCHC MPO TCC recommends rail projects to submit for Prioritization 3.0 and considers any modifications needed for highway, bicycle/pedestrian, and transit projects.**
- February 12, 2014: DCHC MPO TAC votes on rail projects to submit for Prioritization 3.0 and considers any modifications needed for highway, bicycle/pedestrian, and transit projects.
- February 17, 2014: Highway, rail, bicycle/pedestrian, transit submission deadline for Prioritization 3.0.

Steps for developing local input points:

- January –April 2014: MPO develops and approves a local ranking methodology**
- March 26, 2014 TCC makes recommendation on local ranking methodology
- April 9, 2014 TAC approves local ranking methodology
- April 30, 2014 NCDOT releases quantitative scores
- May 1, 2014 NCDOT deadline for approval of local ranking methodology
- May 1-May 13, 2014 LPA applies local ranking methodology
- May 14, 2014 TAC releases proposed public input points for public comment
- June 11, 2014 TAC holds public hearing on public input points ***evening meeting***
- June 18, 2014 TCC makes recommendation on local input points ***one week early***
- June 25, 2014 TAC approves local input points ***extra TAC meeting***
- July 31, 2014 MPO submits local input points

Highway

All highway projects previously submitted for earlier Prioritization processes remain in the project database for scoring. On January 8, the TAC approved the submission of 17 new highway projects and the removal of three projects. The attached table and map shows these projects. The applicable Highway Division must agree to remove projects from the database.

Bicycle/Pedestrian

NCDOT has set a limitation of 20 bicycle and pedestrian projects that each MPO can submit for Prioritization 3.0. On January 8, the TAC approved the submission of 20 projects shown on the attached table and map.

Transit

Only expansion projects (e.g. expansion vehicles, new park-and-ride lots, etc.) are subject to the Prioritization 3.0 process. NCDOT has not set any limitation on the number of transit projects that the MPO can submit. Transit operators were responsible for submitting their projects into the Prioritization process by November 29, 2013. These projects are shown in the attached table. The MPO can also submit projects. The transit operators have suggested a few additional projects for the MPO to submit as shown in the attached table.

Rail

On January 10, the NCDOT Rail Division sent out a list of freight rail projects which will be pre-populated in the Prioritization database. The MPO's projects are shown in the attached table and an online map is available at <https://mapsengine.google.com/map/viewer?mid=zs6E7TzBsz4o.kYEV1nISrALg>.

NCDOT has set a limitation of five rail projects that each MPO can submit. Three rail projects have been requested by MPO member jurisdictions:

- Hillsborough train station
- Grade separation of NCRR and Blackwell and Mangum streets in Durham
- Grade separation of NCRR and Ellis Road (west, near Angier) in Durham

The two grade separation projects are in the pre-populated list. The Hillsborough Train Station is not.

NCDOT Rail Division staff recently informed MPO staff that the Hillsborough Train Station should not be submitted for Prioritization 3.0 because a track capacity study has not yet been completed. The track capacity study will indicate how the station would affect the capacity of the freight rail operations on the NCRR. This study is expected to be underway this year, but will not be completed prior to Prioritization 3.0. Without the data from this report, NCDOT says that it cannot consider scoring this project.

There are also several other passenger rail projects which have been previously identified that could be included in the MPO's submission in the attached table.

Coordination with Division Engineers

As described above, the MPO needs to work closely with our NCDOT Division Engineers in order to get projects funded through Prioritization 3.0. The Division Engineers may be able to submit some of the highway and bicycle/pedestrian projects that could not be included in the MPO's list. And the Division Engineers have to agree with the removal of any highway projects. In addition, the next step of ranking projects and determining ranking points should be coordinated with the Division Engineers to ensure

that the region's priorities receive points from both the MPO and the Division. Three letters have been sent to the Division Engineers requesting coordination for Prioritization 3.0. These letters request that the Divisions present to the TCC and TAC on the projects that they will be submitting as well as to describe the process by which they will solicit public input and rank projects.

NCDOT is holding public meetings in each Division on Prioritization 3.0 and are accepting public comments. The three meetings for the DCHC MPO are:

Division 5

Date: Tues. Jan. 28

Time: 4-7 pm

Location:

2612 N. Duke St.,
Durham, NC 27704

Contact: Joey Hopkins

[Division 5 Comment Form](#)
(PDF)

Postal address:

2612 N. Duke St.,
Durham, NC 27704

General questions:
(919) 220-4600

Division 7

Date: Wed. Jan. 29

Time: 4-7 pm

Location:

Greensboro Division Office,
1584 Yanceyville St.,
Greensboro, NC 27405

Contact: Ed Lewis

[Division 7 Comment Form](#)
(PDF)

Postal address:

1584 Yanceyville St.,
Greensboro, NC 27405

General questions:
(336) 487-0000

Division 8

Date: Wednesday, Feb. 12

Time: 4-7 pm

Location:

Division 8 Traffic Services
Office

150 DOT Dr.,
Carthage, NC 28327

Contact: Misty Bowman

[Division 8 Comment Form](#)
(PDF)

Postal address:

PO Box 1067,
Aberdeen, NC 28315

General questions:
(910) 944-2344

Local Ranking Methodology

The DCHC MPO has an existing local ranking methodology used for Prioritization 2.0. The methodology needs to be revised for Prioritization 3.0. The existing methodology was dependent on data from NCDOT prioritization process for several criteria. These criteria have changed. In addition, the existing methodology is based on separate criteria for each mode, goal (mobility or modernization), and tier. For Prioritization 3.0, the MPO will need to develop a way to distribute ranking points across different modes within each category.

According to the state STI legislation, NCDOT must approve MPO's local ranking methodologies. NCDOT sent the MPO a letter on this that is provided as an attachment. Their deadline is for approval by May 1, 2014.

TCC Recommendation: Recommend that the TAC approve the list of rail projects for submission to Prioritization 3.0. Consider any recommended changes to the highway, bicycle/pedestrian, and transit projects for submission to Prioritization 3.0. Discuss updates to the local ranking methodology and refer to subcommittee.

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
Projects Already in the SPOT Database											
H090006-A	6	Statewide Mobility	1 - Widen Existing Roadway	I-0305A	I-85		SR 1006 Near Hillsborough	East of SR 1709	Add Additional Lanes	Orange County; Hillsborough	
H090006-B	7	Statewide Mobility	1 - Widen Existing Roadway	I-0305B	I-85		East of SR 1709	Durham County Line	Add Additional Lanes	Orange County; Hillsborough	
H090010-A	10	Statewide Mobility	1 - Widen Existing Roadway	I-3306A	I-40		I-85	US 15/501	Add Additional Lanes	Orange County	
H090366	366	Statewide Mobility	2 - Upgrade Arterial to Freeway/Expressway	U-2807	US 15/501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	Durham, Durham County	
H110997	997	Statewide Mobility	1 - Widen Existing Roadway	FS-1205C	NC 147	Durham Freeway	I-40	East End Connector	Widen Roadway to 6 Lanes and Rehabilitate Pavement	Durham, Durham County	
H111013	1013	Statewide Mobility	1 - Widen Existing Roadway	FS-1205A	I-40		NC 147	Wade Avenue	Construct Managed Lanes	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111014	1014	Statewide Mobility	1 - Widen Existing Roadway	FS-1305A	I-540		I-40	US 64 Bypass	Convert Freeway to tolled Facility and Widen to 8 Lanes	Durham, Durham County	
H111097	1097	Statewide Mobility	16 - Modernize Roadway		NC 147		East End Connector	US 15/501	Modernization, Pavement Rehabilitation, Interchange Consolidation/Upgrades, and Lighting (pending lighting study recommendations)	Durham, Durham County	
H111131	1131	Statewide Mobility	1 - Widen Existing Roadway		I-40		NC 147	US 15/501	Construct 1 Managed Lane Per Direction (Additional 16Ft of Pavement - 12Ft Lanes + 4Ft Pavement For Separation with General Purpose Lanes)	Durham, Durham County	
H111143-A	1143	Statewide Mobility	4 - Upgrade Arterial to Superstreet	U-5304A	US 15/501	Fordham Boulevard	SR 1742 (Ephesus Church Road)	NC 86 (Columbia Street)	Capacity improvements and possible interchange at Manning Drive, with Sidewalks, Wide-Outside Lanes, and Transit Accommodations.	Chapel Hill	Different description: Capacity improvements with sidewalks, bicycle, and transit accommodations
H111143-B	1144	Statewide Mobility	4 - Upgrade Arterial to Superstreet	U-5304B	US 15/501	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade Road to "Superstreet"	Chapel Hill	Different description: Capacity improvements with sidewalks, bicycle and transit accommodations

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111143-C	937	Statewide Mobility	10 - Improve Intersection	U-5304C	US 15/501		SR 1742 (Ephesus Church Road)		Intersection Improvements	Chapel Hill	
H128086	8086	Statewide Mobility	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		US 70		Miami Boulevard		Upgrade Existing at-Grade intersection to interchange	Durham, Durham County	
H129603-A	9603	Statewide Mobility	1 - Widen Existing Roadway	I-4743A	I-85/US 15		US 70	SR 1675 (Glenn School Road)	Add Additional Lanes	Durham, Durham County	
H129603-B	9604	Statewide Mobility	1 - Widen Existing Roadway	I-4743B	I-85/US 15		SR 1675 (Glenn School Road)	SR 1632 (Red Mill Road)	Add Additional Lanes	Durham, Durham County	
H129638-A	9638	Statewide Mobility	6 - Widen Existing Roadway and Construct Part on New Location	U-4720A	US 70		Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	Durham, Durham County	
H129638-B	9639	Statewide Mobility	6 - Widen Existing Roadway and Construct Part on New Location	U-4720B	US 70		Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway	Durham, Durham County	
H090326	326	Regional Impact	5 - Construct Roadway on New Location	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, Bicycle, and Transit Facilities.	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090531-A	8067	Regional Impact	1 - Widen Existing Roadway	U-5324A	NC 54		SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	Durham, Durham County	
H090531-B	531	Regional Impact	1 - Widen Existing Roadway	U-5324B	NC 54		I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-C	532	Regional Impact	1 - Widen Existing Roadway	U-5324C	NC 54		NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-D	533	Regional Impact	1 - Widen Existing Roadway	U-5324D	NC 54		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-E	534	Regional Impact	1 - Widen Existing Roadway	U-5324E	NC 54		SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090555-A	555	Regional Impact	1 - Widen Existing Roadway		NC 751		US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.		Widening is not in the 2040 MTP; Much of project is in TARPO; Chatham County has requested that it be ranked.
H090555-B	1018	Regional Impact	1 - Widen Existing Roadway		NC 751		Renaissance Parkway	O'Kelly Chapel Road	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	
H090558	558	Regional Impact	8 - Improve Interchange		I-85/US 70 Connector		US 70		Reconstruct interchange to Allow For Full Movements	Orange County	
H090652	652	Regional Impact	1 - Widen Existing Roadway		NC 751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) Widen to 4-Lane, Bike Lanes, and Sidewalks.	Durham, Durham County	
H090961	961	Regional Impact	16 - Modernize Roadway		NC 86		US 70A	I-40	Construct Wide Outside Lanes.		
H111011	1011	Regional Impact	1 - Widen Existing Roadway		NC 751		NC 54	Renaissance Parkway	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111036	1036	Regional Impact	1 - Widen Existing Roadway		NC 86		US 70 Bypass	North of NC 57	Widen Roadway to Four Lanes with a Median and Improve intersections at US 70 Bypass and NC 57 .	Orange County	Not in 2040 MTP
H128065	8065	Regional Impact	10 - Improve Intersection		NC 751	Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	Durham, Durham County	
H129645	9645	Regional Impact	1 - Widen Existing Roadway	U-4722	US 501	Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	Durham, Durham County	
H129685	9685	Regional Impact	10 - Improve Intersection	U-5516	US 501	Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	Durham, Durham County	
H090200	200	Division Needs	1 - Widen Existing Roadway	R-2825	SR 1009	South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad.	Orange County; Hillsborough	I-40 to US 70 Business.
H090239	239	Division Needs	5 - Construct Roadway on New Location	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.		REMOVE - Not in 2040 MTP; Hillsborough staff have confirmed that this is not a desired project.
H090365	365	Division Needs	16 - Modernize Roadway	U-2805	SR 1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include Bicycle Lanes, Sidewalks, Transit Accommodations, and Safety Improvements (Design May Vary Along Length).	Chapel Hill; Carrboro; Orange County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090372-B	372	Division Needs	5 - Construct Roadway on New Location	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	Durham, Durham County	Durham and Durham County have requested removal. It is not in the 2040 MTP.
H090408	408	Division Needs	10 - Improve Intersection	U-3436	SR 1148, SR 1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign intersection and Make Safety Improvements. include Bicycle Lanes and Sidewalks.	Orange County; Hillsborough	
H090487-D	487	Division Needs	1 - Widen Existing Roadway	U-4716D	SR 1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to Multi-Lanes	Durham, Durham County	
H090631	631	Division Needs	16 - Modernize Roadway		SR 1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, Bike Lanes, Sidewalks, and Safety Improvements (Design May Vary Along Length).	Chapel Hill, Durham, Durham County	
H090632	632	Division Needs	16 - Modernize Roadway		SR 1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) Safety Improvements.	Chatham County	REMOVE - Project is funded through Division.
H090637	637	Division Needs	1 - Widen Existing Roadway		SR 1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) Widen to 4-Lane Divided, Bikelanes and Sidewalks.	Durham, Durham County	
H090641	641	Division Needs	16 - Modernize Roadway		SR 1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) Widen Existing Roadway to include Two 12-Foot Travel Lanes, Four-Foot Bicycle Lanes and Sidewalks.		

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090647	647	Division Needs	5 - Construct Roadway on New Location		SR 1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes	Orange County; Hillsborough	
H090649	649	Division Needs	16 - Modernize Roadway		SR 1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate Road For Flood Control.	Chatham County	REMOVE - Not a TIP-level project.
H090651	651	Division Needs	1 - Widen Existing Roadway		SR 1004	Old Oxford Highway	US 501 Business (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) Expand Capacity, Bike Lanes, and Sidewalks.	Durham, Durham County	Durham and Durham County requested removal. NCDOT Division 5 requested it be scored. Not in 2040 MTP.
H090653	653	Division Needs	16 - Modernize Roadway		SR 1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety Improvements and 4' Bicycle Lanes.	Chatham County	
H090654	654	Division Needs	10 - Improve Intersection		SR 1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street intersection Improvements.	Chapel Hill; Carrboro	
H090655	655	Division Needs	10 - Improve Intersection		SR 1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	Carrboro	
H090826	826	Division Needs	16 - Modernize Roadway		SR 1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) Bicycle Lanes, Sidewalks, Transit Accommodations, and intersection Safety Improvements (Design May Vary Along Length)	Chapel Hill	

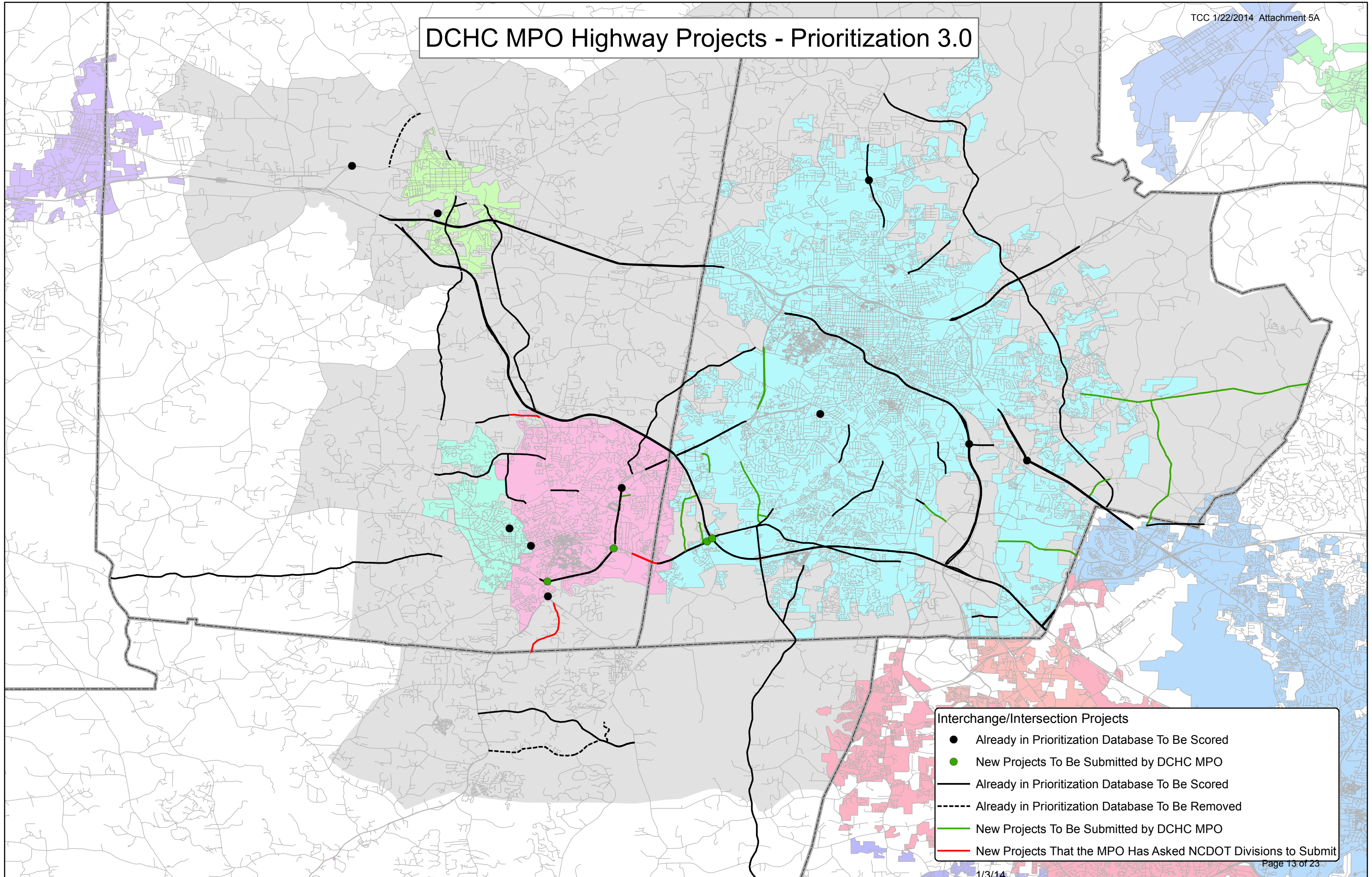
SPOTID	P.2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090859	859	Division Needs	5 - Construct Roadway on New Location			New Route - T.W. Alexander Drive Extension	ACC Boulevard	Leesville Road	Extension of Tw Alexander Drive (4 Lanes New Location)	Durham, Durham County	
H090953	953	Division Needs	16 - Modernize Roadway		SR 1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen Outside Lanes.		
H111005	1005	Division Needs	1 - Widen Existing Roadway		SR 1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert Existing Grade Separation at NC 147 to An interchange and Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian, and Transit Facilities Asappropriate.	Durham, Durham County	Durham and Durham County requested removal. Not in 2040 MTP. Keep in database for now as we do not need to replace this project with another.
H111033	1033	Division Needs	1 - Widen Existing Roadway		SR 1118	Fayetteville Road	Renaissance Parkway	NC 751	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	
H111034	1034	Division Needs	6 - Widen Existing Roadway and Construct Part on New Location		SR 1146	Roxboro Street	SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen Existing Roadway to Multi-Lanes and Construct on New Location Multi-Lane Roadway with Bicycle, Pedestrian	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111056	1056	Division Needs	10 - Improve Intersection		SR 1771		SR 1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct Roundabout and Related Safety Improvements at the Existing intersection of Mount Carmel Church Road and Bennett Road.	Chapel Hill	
H111096	1096	Division Needs	16 - Modernize Roadway		SR 1727	Eubanks Road	SR 1729 (Rogers Road)	NC 86	Construct Bicycle Lanes, Sidewalks, Safety and intersection Improvements.	Orange County	Bike lanes from Old NC 86 to NC 86;
H111162	1162	Division Needs	16 - Modernize Roadway		SR 1005	Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders		
H129640-B	9641	Division Needs	5 - Construct Roadway on New Location	U-4721B		New Route - Northern Durham Parkway	US 70	NC 98	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-C	9642	Division Needs	5 - Construct Roadway on New Location	U-4721C		New Route - Northern Durham Parkway	NC 98	I-85	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-D	9643	Division Needs	5 - Construct Roadway on New Location	U-4721D		New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-E	9644	Division Needs	5 - Construct Roadway on New Location	U-4721E		New Route - Northern Durham Parkway	SR 1004 (Old Oxford Road)	US 501 (Roxboro Road)	Construct Two Lanes, Part on New Location	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
Projects Approved by the TAC to Be Submitted for Prioritization 3.0											
New -1		Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	Raleigh Road	Interchange Improvements	Chapel Hill	2030 in 2040 MTP
New - 2		Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	NC 86	Interchange improvements. Increase capacity on northbound to eastbound movement.	Chapel Hill	Included in 2040 MTP as a TSM project. No horizon year. Or as part of Fordham Boulevard widening project.
New - 3		Division Needs	5 - Construct Roadway on New Location			Elliot Road	US 15/501	Ephesus Church Road	Construct Extension of Existing Roadway on New Location	Chapel Hill	2020 in 2040 MTP
New - 4		Statewide Mobility	8 - Improve Interchange		I-40	I-40/NC 54 (interchange)	I-40	NC 54	Upgrade interchange	Durham, Durham County	2030 in 2040 MTP
New - 5		Statewide Mobility	1 - Widen Existing Roadway		US 15/501	US 15-501 Bypass	Pickett Rd	Cameron Blvd	Widen to six lanes	Durham, Durham County	2040 in 2040 MTP
New - 6		Regional Impact	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		NC 54	NC 54/Farrington Rd (grade separation)	Farrington Rd	NC 54	Grade separation	Durham, Durham County	2030 in 2040 MTP
New - 7		Regional Impact	1 - Widen Existing Roadway		NC 98	NC 98 (Holloway St)	Oak Grove/Nichols Farm	Wake County Line	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP
New - 8		Division Needs	1 - Widen Existing Roadway		SR 1158	Cornwallis Rd	NC 55	Alexander Dr	Widen to four lanes	Durham, Durham County	2030 in 2040 MTP
New - 9		Division Needs	5 - Construct Roadway on New Location			Farrington Rd (realignment)	NC 54	Wendell Rd	New alignment	Durham, Durham County	2030 in 2040 MTP
New - 10		Division Needs	16 - Modernize Roadway			Garrett Rd	NC 751	Old Durham Rd	Add turn lanes, bicycle lanes, sidewalks	Durham, Durham County	2030 in 2040 MTP
New - 11		Division Needs	5 - Construct Roadway on New Location			Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	New alignment	Durham, Durham County	2030 in 2040 MTP
New - 12		Division Needs	5 - Construct Roadway on New Location			Globe Rd Ext (Brier Creek Parkway)	Miami Blvd	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 13		Division Needs	5 - Construct Roadway on New Location			Leesville Rd Ext	Northern Durham Parkway	US 70/Page Rd Ext	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 14		Division Needs	5 - Construct Roadway on New Location			Olive Branch Rd Ext	NC 98	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
New - 15		Division Needs	1 - Widen Existing Roadway			SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP
New - 16		Division Needs	5 - Construct Roadway on New Location			SW Durham Dr	I-40	NC 54	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 17		Regional Impact	13 - Citywide Signal System		Multiple	Multiple			City of Durham Signal System Upgrade (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.)	Late staff request	Included in 2040 MTP as a TSM project. No horizon year.

DCHC MPO Highway Projects - Prioritization 3.0



Interchange/Intersection Projects

- Already in Prioritization Database To Be Scored
- New Projects To Be Submitted by DCHC MPO
- Already in Prioritization Database To Be Scored
- - - - - Already in Prioritization Database To Be Removed
- New Projects To Be Submitted by DCHC MPO
- New Projects That the MPO Has Asked NCDOT Divisions to Submit

DCHC MPO Bicycle/Pedestrian Projects to be Submitted for Prioritization 3.0

As Approved by DCHC MPO TAC on 1/8/14

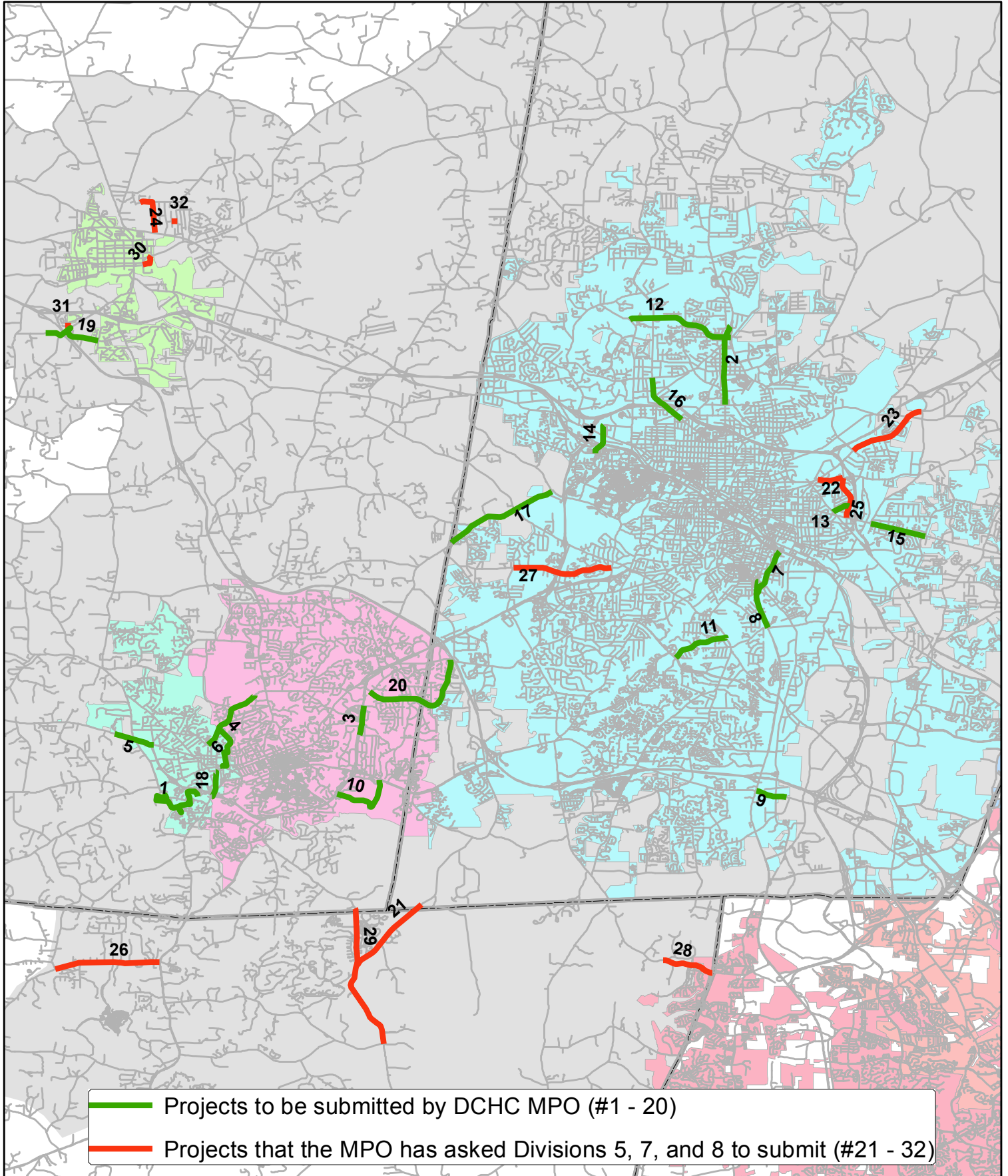
	Project Description	Submitted by	Div	# Crashes	Pts.	Posted Speed	Pts.	# Major Ctrs	Pts.	# 2ndary Ctrs	Pts.	K-8 School?	Pts.	Pop. Density	Pts.	Emp. Density	Pts.	R/W	Pts.	Design	Pts.	Total
1	Morgan Creek Trail Phase II - multi-use path from University Lake to the western terminus of Phase I and a multi-use path spur to BPW Club Rd.	Carrboro	7	7	20	45	20	14	7	100	3	Yes	10	2523	7.6	1553	4.7	95%	9.5	25%	2.5	84.3
2	US 501 Bypass (Duke Street) (Murray Ave. to Roxboro Rd.) – sidewalks	Durham, Durham County	5	5	20	40	20	3	3	10	3	Yes	10	2661	8	2091	6.2	95%	9.5	0%	0	79.7
3	US 15-501 (Fordham Blvd) (Cleland Dr to Willow Dr) - improve existing off-road path and construct new section of sidepath	Chapel Hill	7	4	16	45	20	20	7	25	3	Yes	10	2354	7.1	1991	6	95%	9.5	0%	0	78.6
4	Campus to Campus Connector (Merritt Mill Rd to Carolina North Campus) – multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.	Chapel Hill	7	4	16	35	10	20	7	20	3	Yes	10	3309	9.9	3034	9.1	95%	9.5	0%	0	74.5
5	NC 54 (James St. to Anderson Park) – sidepath on the north side of the road to accommodate two-direction bicycle transportation	Carrboro	7	4	16	45	20	9	7	100	3	Yes	10	1723	5.2	467	1.4	93%	9.3	5%	0.5	72.4
6	Estes Dr. (Greensboro St. to Carrboro Town Limits) – bicycle lanes, sidewalk (south side), and transit accommodations.	Carrboro	7	4	16	35	10	13	7	100	3	Yes	10	3396	10	2634	7.9	80%	8	0%	0	71.9
7	Bryant Bridge Trail (NC 55 to Kelly Bryant Bridge) – shared use path	Durham, Durham County	5	11	20	35	10	7	7	16	3	Yes	10	2966	8.9	1995	6	65%	6.5	0%	0	71.4
8	NC 55 (Riddle Road to Cecil Street) - sidewalks	Durham, Durham County	5	2	8	45	20	3	3	6	3	Yes	10	3122	9.4	1762	5.3	100%	10	0%	0	68.7
9	NC 54 (NC 55 to RTP) – sidewalks	Durham, Durham County	5	5	20	35	10	4	4	6	3	Yes	10	565	1.7	3179	9.5	95%	9.5	0%	0	67.7
10	Finley Golf Course Rd (US 15-501/NC 54 to NC 54) - sidepath on one side or bicycle lanes	Chapel Hill	7	0	0	45	20	20	7	20	3	Yes	10	1876	5.6	3102	9.3	95%	9.5	0%	0	64.4
11	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Construct bicycle lanes and sidewalks	Durham, Durham County	5	6	20	35	10	3	3	15	3	Yes	10	2541	7.6	456	1.4	90%	9	0%	0	64
12	Horton Road (Hilldale Rd. to Roxboro Rd.) – bike lanes and sidewalks	Durham, Durham County	5	9	20	35	10	3	3	6	3	Yes	10	1872	5.6	837	2.5	90%	9	0%	0	63.1
13	Raynor Street (Miami Blvd to Hardee St.) - sidewalks	Durham, Durham County	5	4	16	35	10	1	1	6	3	Yes	10	3812	10	1077	3.2	95%	9.5	0%	0	62.7
14	LaSalle Street (Kangaroo to Sprunt) - sidewalks	Durham, Durham County	5	4	16	35	10	4	4	6	3	No	0	3546	10	3602	10	95%	9.5	0%	0	62.5
15	NC 98 (Holloway St) (SR 1838 (Junction Rd) to Chandler Rd) sidewalks.	Durham, Durham County	5	6	20	35	10	1	1	6	3	Yes	10	2539	7.6	430	1.3	90%	9	0%	0	61.9
16	Guess Road (Hillcrest to Carver) - sidewalks	Durham, Durham County	5	4	16	35	10	2	2	6	3	Yes	10	2467	7.4	1455	4.4	90%	9	0%	0	61.8
17	Erwin Rd (NC 751 to Orange County Line) - bicycle lanes or shoulders	Durham, Durham County	5	1	4	45	20	3	3	6	3	Yes	10	1167	3.5	1815	5.4	90%	9	0%	0	57.9
18	SR 1919 (S Greensboro St) (Old Pittsboro Rd to NC 54) sidewalk on the west side	Carrboro	7	1	4	35	10	8	7	40	3	Yes	10	5179	10	2819	8.5	48%	4.8	0%	0	57.3
19	Orange Grove Road/I-40 Pedestrian Bridge and Supporting Sidewalk Improvements	Hillsborough, Orange County	7	1	4	45	20	1	1	5	2.5	Yes	10	1211	3.6	104	0.3	70%	7	0%	0	48.4
20	Pope Road / Ephesus Church Road (Old Durham-Chapel Hill Rd to Legion Road) - sidewalks and bicycle lanes	Durham, Durham Co., Chapel Hill	5, 7	2	8	35	10	11	7	20	3	Yes	10	1789	5.4	1107	3.3	90%	9	0%	0	55.7

Additional Bicycle/Pedestrian Projects to be Considered for Submission by Divisions 5, 7, and 8

As Approved by DCHC MPO TAC on 1/8/14

	Project Description	Submitted by	Div	# Crashes	Pts.	Posted Speed	Pts.	# Major Ctrs	Pts.	# 2ndary Ctrs	Pts.	K-8 School?	Pts.	Pop. Density	Pts.	Emp. Density	Pts.	R/W	Pts.	Design	Pts.	Total
21	Farrington Point Rd / Old Farrington / Farrington Mill Rd (Durham County Line to Lystra Rd) - bicycle lanes	Chatham County	8	0	0	50	20	5	5	3	3	Yes	10	304	0.9	58	0.2	85%	8.5	0%	0	47.6
22	SR 1800 (Cheek Rd) (Geer St) to Hardee St) - sidewalks	Durham, Durham County	5	2	8	35	10	0	0	6	3	Yes	10	2903	8.7	1263	3.8	90%	9	0%	0	52.5
23	Geer Street (Midland Terrace to Glen School Rd) - bicycle lanes and sidewalks	Durham, Durham County	5	2	8	35	10	1	1	10	3	Yes	10	1248	3.8	425	1.3	90%	9	0%	0	46.1
24	Orange High School Road/Harold Latta Road Sidewalk Improvements	Orange County	7	0	0	40	20	1	1	6	3	Yes	10	712	2.1	272	0.8	85%	8.5	0%	0	45.4
25	Hardee Street (Holloway St. to Cheek Rd.) - sidewalks	Durham, Durham County	5	0	0	35	10	1	1	6	3	Yes	10	2781	8.3	1204	3.6	90%	9	0%	0	44.9
26	Mann's Chapel Rd (US 15-501 to Poythress Rd) - bicycle lanes	Chatham County	8	1	4	45	20	12	7	9	3	No	0	312	0.9	59	0.2	85%	8.5	0%	0	43.6
27	Pickett Road (Garrett Rd to Academy) - sidewalks and bicycle lanes	Durham, Durham County	5	0	0	35	10	2	2	6	3	Yes	10	2045	6.1	1098	3.3	90%	9	0%	0	43.4
28	O'Kelley Chapel Road (Wake County Line/Yates Store Rd to American Tobacco Trail) - sidepath	Chatham County	8	0	0	50	20	4	4	3	1.5	Yes	10	610	1.8	82	0.2	45%	4.5	0%	0	42
29	Mt. Carmel Church Rd (Orange County Line to Old Farrington Point Road) - bicycle lanes	Chatham County	8	0	0	45	20	5	5	3	1.5	No	0	467	1.4	96	0.3	85%	8.5	0%	0	36.7
30	Pedestrian connections to Cameron Park Elementary School from Cameron Street and St. Mary's Road.	Hillsborough	7	0	0	25	5	2	2	6	3	Yes	10	642	1.9	581	1.7	100%	10	0%	0	33.6
31	Trail Connection from Patriots Pointe to Timbers Drive	Orange County	7	1	4	30	10	1	1	5	2.5	Yes	10	603	1.8	267	0.8	0%	0	0%	0	30.1
32	Trail Connection from English Hill Lane to Buttonwood Drive	Orange County	7	0	0	30	10	1	1	4	2	Yes	10	615	1.9	256	0.8	0%	0	0%	0	25.7

DCHC MPO Bicycle/Pedestrian Projects - Prioritization 3.0



PTD Strategic Transportation Investment Project Information List					
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division
T130062	Durham Cty FY16 Northgate Shelter	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 72 boardings daily and 193 alightings.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130063	Durham Cty FY18 Expansion Vehcile Route 4	Two expansion buses are needed to increase the frequency for Route 4 and provide 15 minute service to riders along this route. Presently, it is just 30 minute headway. This route serves a major shopping center, Duke Regional Hospital, the Durham Center for Senior Life, connects to park and rides, and also train service.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130001	Durham FY16 VillageBusShelter	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130002	Durham FY19 NorthDurhamBusShelter	This is for a Neighborhood Transit Center (NTC) in Northern Durham to work in conjunction with routes 4 and 9, serving Durham, Duke, the hospitals, and providing connections to Durham Station and Amtrak.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130024	TTA Durham & Orange Co. FY 2016 Expansion Vehicle RT: Mebane, Hillsborough, Durham	2 expansion buses are needed for a new route to serve Mebane, Hillsborough, & Durham. Presently, areas of Orange County are underserved by public transit and these expansion buses would provide a link between cities in Orange County and Durham County to help remedy that. This route is due to a partnership between Triangle Transit, the City of Durham, and Orange County. If implemented in 2016, ridership is projected to be over 30,000 per day by 2020.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130025	TTA Orange - Durham - Wake - CRX Expansion FY 2016	2 expansion buses are needed for additional service on the route that travels between Chapel Hill & Raleigh. This midday service was adopted in the Orange County Transit Plan and is expected to be implemented in 2016, adding an average yearly 753 revenue hours to our system total.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130026	TTA Durham Co. Vehicle Expansion RT: Hospital-Rougemont FY 2016	2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130027	TTA Durham Co. South Durham Neighborhood Transit Center FY 2017	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130028	TTA Durham-Wake Co. DRX Expansion FY 2017	2 expansion buses are needed to increase peak frequency between Durham and Raleigh. The added buses will be used to implement 15 minute frequency between these two key Triangle cities.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130030	TTA Durham Co - Patterson Place Neighborhood Transit Center FY 2017	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130033	TTA Durham Co - Westgate at Target Shelter FY 2017	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 30 boardings daily.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5

PTD Strategic Transportation Investment Project Information List					
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division
T130034	TTA Wake & Durham Co. - RTP Expansion Vehicles RT: 700 FY 2018	3 expansion buses are needed to increase the frequency of Route 700 between Durham & RTP to 15 minute frequency during morning & afternoon peak hours. This route also serves Durham Technical Community College and serves as one the major transit links between Durham and RTP.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5
T130038	Chapel Hill FY16 Route F Vehicle Expansion	This project will add additional peak hour service for 1 year on route F (Colony Woods, Frnaklin St. and McDougle School) in response to ridership growth, resulting in headway reduction . This route provides 240,627 rides a year.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130037	Chapel Hill FY16 UNC campus Bus Shelter	Install new bus shelter at Bus stop 3233 on Manning Dr that serves routes A,CCX,CM,N AND RU.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130039	Chapel Hill FY16 RouteCWExpansionVehicle	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver St) in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130040	Chapel Hill FY16 Route J Vehicle Expansion	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, Jones Ferry Rd in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130041	Chapel Hill FY17 CL&D RouteVeh1Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130042	Chapel Hill FY17 CL&D RouteVeh2Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130043	Chapel Hill FY17 CL&DRouteVeh3Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130044	Chapel Hill FY17 CL&Route Veh4Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130045	Chapel Hill FY18 54 Corridor Vehicle1Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130046	Chapel Hill FY18 54 CorridorVehicle2Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130047	Chapel Hill FY18 54 CorridorVeh3Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130048	Chapel Hill FY18 54 CorridorVeh4Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130003	Chapel Hill , NC	Add additional peak hour buses on existing Chapel Hill Transit routes in response to ridership growth.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130004	Chapel Hill FY19 CW Route Expansion Vehicle	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver ST) in response to ridership growth, resulting in headwy reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7

PTD Strategic Transportation Investment Project Information List					
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division
T130005	Chapel Hill FY19 G Route Expansion Vehicle	This project will add additional service on the G Chapel Hill Transit route which serves Booker Creek, University Mall and UNC Hospital	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130006	Chapel Hill FY19 J Route Expansion Vehicle	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, Jones Ferry Rd in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130007	Chapel Hill FY19 Pitts EXP Expansion Vehicle	Increase frequency of the existing Pittsboro express route to 30 minutes during the peak commute.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130008	Chapel Hill FY19 UNC Hosp. Manning Dr. Bus Shelter	Install new block length bus shelter at Manning Drive / UNC Hospital	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130009	Chapel Hill FY20 MLK Corridor Veh1Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130011	Chapel Hill FY20 MLK CorridorVeh3Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130012	Chapel Hill FY20 MLK CorridorVeh4Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130013	Hillsborough FY16 CirculatorHeadwayVehicleExpansion	Request for 18+ passenger light transit vehicle (LTV) for continuation and increased frequency of fixed-route service throughout Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7
T130014	Hillsborough FY17 CirculatorVehicleExpansion	Request 18+ passenger light transit vehicle (LTV) for service expansion of fixed-route service throughout Town of Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7
T130015	Hillsborough FY16 MebaneVehicleExpansion	Request one, 25-foot, 18+ passenger light transit vehicle (LTV) for new fixed-route service from Mebane to Efland to Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7
T130032	TTA Orange Co. - South Rd at Coker Shelter FY 2017	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 46 boardings daily.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 7

PTD Strategic Transportation Investment Project Information List					
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division
T130035	TTA Durham - Orange Co Light Rail FY 2016	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 7
T130010	Chapel Hill FY20 MLK CorridorVeh2Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7

Project Code	Agency	Project	Year	Cost
16-30	DATA	Duke Hospital Shelter	2016	\$ 65,600.00
16-2	DATA	South Square Shelter	2016	\$ 65,600.00
17-5	TTA	Patterson Place Shelter	2017	\$ 65,600.00
16-35	TTA	Northern Durham Shelter	2016	\$ 65,600.00
16-7	TTA	Rougemont Park and Ride	2016	\$ 350,000.00
16-40	TTA	Southpoint Shelter	2016	\$ 65,600.00

Rail SPOT ID (tentative)	STI Tier	Specific Improvement Type	Railroad	Project Description	MPO/RPO	NCDOT Division	Estimated Total Project Cost	Estimated NCDOT Cost
R140007	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern D line	Upgrade of the Oxford - Durham line in order to serve Certainteed with unit trains and the 6-axle locomotives such trains require. Current traffic is supported on a local basis with 4-axle locomotives.	Durham Chapel Hill Carrboro MPO/Kerr Tar RPO	5	\$7,000,000	\$3,500,000
R140012	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Blackwell St crossing in Durham	Durham Chapel Hill Carrboro MPO	5	TBD	TBD
R140013	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Mangum St crossing in Durham	Durham Chapel Hill Carrboro MPO	5	TBD	TBD
R140014	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Ellis Road - north end crossing in Durham	Durham Chapel Hill Carrboro MPO	5	\$14,000,000	TBD
R140029	Division Needs	Construct Facility and/or Station Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Durham Station- Provide parking to accommodate ridership increases including, but not limited to, structures.	Durham Chapel Hill Carrboro MPO	5	\$500,000	\$500,000

Other Rail Projects Previously Distributed by the Rail Division As Potential STI Projects

Source	TIP	NC County	City(ies)	Track & Mile Post	Project Description	Category	Benefits		Preliminary Programming Estimate
							Public	Private	
NCDOT	P-3819	Durham	Durham	NCRR H 59.1- 61.2	Extension of East Durham Siding	Capacity- 6-8 Piedmond, 4 to DC	Provides for speed increase on 2.1 miles and allows at-speed meets of passenger trains. Improves safety and reliability.	Allows full utilization of siding without blocking crossing.	\$41,000,000
NCDOT	P-3819	Durham	Durham	NCRR H 61.2 - 63.6	Double track Alexander Drive to Clegg	Capacity- 6-8 Piedmond, 4 to DC	At-speed meets of passenger trains.	Improves freight capacity.	\$30,000,000
NCDOT	P-3819	Durham	Durham	NCRR H48-54.5	Double track Funston to Durham	Capacity- 6-8 Piedmond, 4 to DC	Provides for at-speed meets of passenger trains and reduces travel time.	Improves freight capacity.	\$53,000,000
NCDOT	P-3819	Durham	Durham	NCRR H-54.5 to H-56.5	Durham Station center island platform.	Capacity- 6-8 Piedmond, 4 to DC	Provides capacity at Durham Station through center island platform and increases efficiency/reliability on approaches to station.	Provide improved dispatch flexibility and track utilization	\$10,000,000
NCDOT	P-3819	Orange	Efland	NCRR H 38	Curve realignments east of Efland	Capacity- 6-8 Piedmond, 4 to DC	Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speeds.	\$14,000,000
NCDOT	P-3819	Orange	Efland	NCRR H-34.1 to H-37.3	Extend Mebane siding from CP Isom to Efland.	Capacity- 6-8 Piedmond, 4 to DC	At-speed meets of passenger trains. Design speed 79 mph with future upgrade to 90 mph.	Improves freight capacity.	\$20,000,000
NCDOT	P-3819	Orange	Efland	NCRR H-35.8 to H-36.7	Buckhorn grade separation and curve realignment	Safety	Eliminates crossing hazard and improves track geometry	Eliminates crossing hazard which could result in incidents and delays.	\$8,000,000
NCDOT	P-3819	Orange	Hillsborough	NCRR H 39-40.4	Curve realignment west of Hillsborough	Capacity- 6-8 Piedmond, 4 to DC	Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speed. Replaces bridge.	\$19,000,000
NCDOT	P-3819	Orange	Hillsborough	NCRR H 41.7-43.8	Hillsborough Station (new stop)	Capacity	Expands passenger service and eliminates crossing hazard. Improves existing passenger speeds on slowest section of track on the corridor, 40 mph to 75 mph or greater. Completes stations planned for the corridor with average distance between stations of 17 miles. Adjacent to planned 60-acre transit oriented development. The project also includes track improvements needed to offset delays resulting from the addition of the Station stop as required by the Definitive Service Outcome Agreement (DSOA) with NS		\$30,000,000
NCDOT	P-3819	Orange, Durham	Hillsborough	NCRR H 44.5 - 48	University Station major mainline realignment	Capacity- 6-8 Piedmond, 4 to DC	Creates new 3-mile mainline route. Makes existing track a 5-mile passing siding by extending Funston siding to remove bottleneck. Improves safety, sight distance, and standard clearance by replacing bridges. Improves energy efficiency and air quality.	Removes bottleneck, reduces track maintenance, and increases maximum speed.	\$41,000,000
NCDOT		Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus Mecklenburg	Various		NCRR 90 mph upgrades	Capacity	Maximizes benefits of increase in maximum operating speeds from 79 mph to 90 mph resulting in improved travel times.		\$30,000,000
NCDOT	Y-4820	Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus Mecklenburg		NS/NCRR 294.25 - 352.72 CSX S 159.94-164.2, NCRR H 1.45-72.7	Upgrade 43 crossing signals	Capacity	Improves crossing safety by optimizing crossing signal timing for faster train speeds and implements new technologies. Maximizes the benefits of speed improvements gained through existing ARRA funded projects. Prepares for implementation of FRA mandated PTC and associated increased maximum speeds.	Improves crossing safety reducing the probability of delays due to crossing incidents	\$20,000,000

Member Organizations: Town of Carrboro • Town of Chapel Hill • County of Chatham • City of Durham
Durham County • Town of Hillsborough • NC Department of Transportation • Orange County

January 8, 2014

Rob Stone PE
NCDOT Division 8
P.O. Box 1067
Aberdeen, NC 28315

Dear Mr. Stone:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee has voted to approve the submission of 17 additional highway and 20 bicycle/pedestrian projects for Prioritization 3.0 as shown on the attached list. None of the additional highway projects and bicycle and pedestrian projects are in Chatham County in Division 8.

We have also approved the removal of three highway projects from the existing Prioritization database. Two of these projects, the modernization of Jack Bennett Road and the modernization of Jeremiah Drive, are in Division 8. Fortunately, Jack Bennett Road is in the process of being improved through a Division-led project and this project is no longer needed. Thank you for your commitment of resources to improve this road. While the Jeremiah Drive project may still have some benefits, this project does not rise to the significance of a TIP project and the County has not requested that it be included in Prioritization 3.0. We have recommended that this project be removed in order to allow us to submit all of the projects requested by our member jurisdictions that are in the 2040 MTP. As you know, the development of the MPO's MTP is a collaborative process that takes into consideration future socio-economic forecasts, traffic projections, environmental and community impacts, local support, and financial feasibility, and projects cannot be included in the TIP or STIP if they are not in the MPO's adopted MTP. We request your agreement to remove these projects from the database.

With the submission of the MPO's 17 additional highway projects, all of the projects in the 2040 MTP will be in the Prioritization database. As a result, we are not requesting that the Division submit any additional highway capacity improvement projects in the MPO. However, a non-capacity highway improvement or a Traffic System Management project (e.g. an operational improvement such as a roundabout or auxiliary lane) could be submitted by the Division and would be likely considered as part of the 2040 MTP. While the Division is allowed to submit a highway capacity improvement project that is not in the 2040 MTP to Prioritization 3.0, federal regulations would not allow the project to be included in the adopted TIP or STIP. If you are considering a project like this, we urge you to submit this project to the MPO for consideration in the development of our 2045 MTP so it can be evaluated and vetted through the MTP process first before it is considered through the Prioritization process.

Chatham County developed a list of its top four priority bicycle and pedestrian projects and submitted this to the MPO for Prioritization 3.0. The MPO evaluated all of the projects submitted to the MPO from our member jurisdictions in order to determine which 20 projects would be submitted by the MPO. Unfortunately, we were not able to include the four priority projects requested by the County in the MPO's submission. We request that the Division consider including these four projects in your submission for Prioritization 3.0.

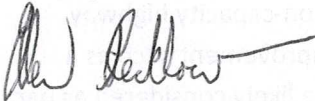
- Farrington Point Road/Old Farrington/Farrington Mill Road (Durham County line to Lystra Road) – bicycle lanes
- Mann's Chapel Road (US 15-501 to Polythress Road) – bicycle lanes
- O'Kelly Chapel Road (Wake County Line/Yates Store Road to American Tobacco Trail) – sidepath
- Mt. Carmel Church Road (Orange County Line to Old Farrington Point Road) – bicycle lanes

We are requesting that the Division provide the MPO a list of the highway and bicycle and pedestrian projects that you will be submitting to Prioritization 3.0 by the January 22, 2014 TCC meeting. The TAC may consider minor changes to our list at our February 12, 2014 meeting if necessary.

The MPO will begin finalizing our project ranking methodology in January with approval by April. Our project ranking process will include a public comment period and public hearing during the months of May and June, and we will adopt our final ranking points by the end of July. As is always our practice, our project ranking process will be a transparent, open process with input sought from the public and all of our MPO member governments and partners including NCDOT. We welcome you and your staff's participation. As the Prioritization 3.0 process is designed, getting our projects funded will likely require ranking points being assigned by both the MPO and the Division. We look forward to working with you to advance the priorities of our region. In order to increase our understanding of each other's processes and priorities, we request that you provide a presentation of the Division's process for developing ranking points at our upcoming TCC and TAC meetings.

Please follow-up with MPO staff to provide your list of highway and bicycle and pedestrian project submissions and to schedule your presentations to the TCC and TAC on your project ranking process. Again, we look forward to working collaboratively with you to advance our region's transportation priorities through the Prioritization 3.0 process.

Sincerely,



Ellen Reckhow, Chair
Transportation Advisory Committee

Member Organizations: Town of Carrboro • Town of Chapel Hill • County of Chatham • City of Durham
Durham County • Town of Hillsborough • NC Department of Transportation • Orange County

January 8, 2014

Wally Bowman PE
NCDOT Division 5
2612 N. Duke Street
Durham, NC 27704

Dear Mr. Bowman:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee has voted to approve the submission of 17 additional highway and 20 bicycle/pedestrian projects for Prioritization 3.0 as shown on the attached list. Fourteen of the additional highway projects and 12 of the bicycle and pedestrian projects are in Durham County in Division 5.

We have also approved the removal of three highway projects from the existing Prioritization database. None of these projects are in Division 5. The three projects recommended for removal are not in our adopted 2040 MTP and are being removed in order to allow us to submit all of the projects requested by our member jurisdictions that are in the 2040 MTP. As you know, the development of the MPO's MTP is a collaborative process that takes into consideration future socio-economic forecasts, traffic projections, environmental and community impacts, local support, and financial feasibility, and projects cannot be included in the TIP or STIP if they are not in the MPO's adopted MTP.

With the submission of the MPO's 17 additional highway projects, there would still be one project in Durham County in the 2040 MTP that will not be in the Prioritization database. We are requesting that the Division consider including this project in your submission to Prioritization 3.0.

- NC 54 Superstreet from Meadowmont Lane to Barbee Chapel Road – *Joint Division 5 and 7 project*

A non-capacity highway improvement or a Traffic System Management project (e.g. an operational improvement such as a roundabout or auxiliary lane) could be submitted by the Division and would be likely considered as part of the 2040 MTP. While the Division is allowed to submit a highway capacity improvement project that is not in the 2040 MTP to Prioritization 3.0, federal regulations would not allow the project to be included in the adopted TIP or STIP. If you are considering a project like this, we urge you to submit this project to the MPO for consideration in the development of our 2045 MTP so it can be evaluated and vetted through the MTP process first before it is considered through the Prioritization process.

The City of Durham and Durham County each developed a list of their top eight priority bicycle and pedestrian projects and submitted these to the MPO for Prioritization 3.0. The MPO evaluated all of the projects submitted to the MPO from our member jurisdictions in order to determine which 20 projects would be submitted by the MPO. The resulting list included 12 bicycle and pedestrian projects in Division 5. Unfortunately, there are four additional priority projects requested by the City and County that cannot be included in the MPO's submission. We request that the Division consider including these five projects in your submission for Prioritization 3.0.

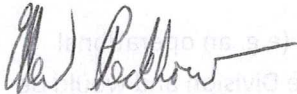
- Cheek Road (E. Geer Street to Hardee Street) – sidewalks
- Geer Street (Midland Terrace to Glen School Road) – sidewalks and bicycle lanes
- Hardee Street (Holloway Street to Cheek Road) – sidewalks
- Pickett Road (Garrett Road to Academy Road) – sidewalks and bicycle lanes

We are requesting that the Division provide the MPO a list of the highway and bicycle and pedestrian projects that you will be submitting to Prioritization 3.0 by the January 22, 2014 TCC meeting. The TAC may consider minor changes to our list at our February 12, 2014 meeting if necessary.

The MPO will begin finalizing our project ranking methodology in January with approval by April. Our project ranking process will include a public comment period and public hearing during the months of May and June, and we will adopt our final ranking points by the end of July. As is always our practice, our project ranking process will be a transparent, open process with input sought from the public and all of our MPO member governments and partners including NCDOT. We welcome you and your staff's participation. As the Prioritization 3.0 process is designed, getting our projects funded will likely require ranking points being assigned by both the MPO and the Division. We look forward to working with you to advance the priorities of our region. In order to increase our understanding of each other's processes and priorities, we request that you provide a presentation of the Division's process for developing ranking points at our upcoming TCC and TAC meetings.

Please follow-up with MPO staff to provide your list of highway and bicycle and pedestrian project submissions and to schedule your presentations to the TCC and TAC on your project ranking process. Again, we look forward to working collaboratively with you to advance our region's transportation priorities through the Prioritization 3.0 process.

Sincerely,



Ellen Reckhow, Chair
Transportation Advisory Committee

Member Organizations: Town of Carrboro • Town of Chapel Hill • County of Chatham • City of Durham
Durham County • Town of Hillsborough • NC Department of Transportation • Orange County

January 8, 2014

Mike Mills PE

NCDOT Division 7

PO Box 14996

Greensboro, NC 27415-4996

Dear Mr. Mills:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee has voted to approve the submission of 17 additional highway and 20 bicycle/pedestrian projects for Prioritization 3.0 as shown on the attached list. Three of the additional highway projects and nine of the bicycle and pedestrian projects are in Orange County in Division 7.

We have also approved the removal of three highway projects from the existing Prioritization database. One of these projects, the Hillsborough Western Bypass from US 70 to NC 57, is in Division 7. This project is not in our adopted 2040 MTP. We have recommended that this project be removed in order to allow us to submit all of the projects requested by our member jurisdictions that are in the 2040 MTP. As you know, the development of the MPO's MTP is a collaborative process that takes into consideration future socio-economic forecasts, traffic projections, environmental and community impacts, local support, and financial feasibility, and projects cannot be included in the TIP or STIP if they are not in the MPO's adopted MTP. At this time, we have determined that other projects are higher priorities for funding than the Hillsborough Western Bypass. We request your agreement to remove this project from the database. However, if the Division would like to submit one of the projects the MPO has identified on its list, this could eliminate the need to delete the Hillsborough Western Bypass project.

With the submission of the MPO's 17 additional highway projects, there would still be four projects in Orange County in the 2040 MTP that will not be in the Prioritization database. We are requesting that the Division consider including these four projects in your submission to Prioritization 3.0.

- Eubanks Road (Millhouse Road to NC 86) widening from 2 to 4 lanes
- NC 54 Superstreet from Meadowmont Lane to Barbee Chapel Road – *Joint Division 5 and 7 project*
- NC 54 Superstreet from Burning Tree Drive to Meadowmont Lane
- Old Lystra Road (Mt. Carmel Church Road to Sun Forest Way) modernization

A non-capacity highway improvement or a Traffic System Management project (e.g. an operational improvement such as a roundabout or auxiliary lane) could be submitted by the Division and would be likely considered as part of the 2040 MTP. While the Division is allowed to submit a highway capacity improvement project that is not in the 2040 MTP to Prioritization 3.0, federal regulations would not

allow the project to be included in the adopted TIP or STIP. If you are considering a project like this, we urge you to submit this project to the MPO for consideration in the development of our 2045 MTP so it can be evaluated and vetted through the MTP process first before it is considered through the Prioritization process.

The Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, and Orange County each developed a list of their top four priority bicycle and pedestrian projects and submitted these to the MPO for Prioritization 3.0. The MPO evaluated all of the projects submitted to the MPO from our member jurisdictions in order to determine which 20 projects would be submitted by the MPO. The resulting list included nine bicycle and pedestrian projects in Division 7. Unfortunately, there are four additional priority projects requested by the towns and the County that cannot be included in the MPO's submission. We request that the Division consider including these four projects in your submission for Prioritization 3.0.

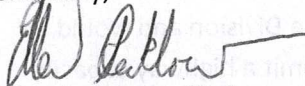
- Orange High School Road/Harold Latta Road sidewalk improvements
- Pedestrian connections to Cameron Park Elementary School from Cameron Street and St. Mary's Road
- Trail connection from English Hill Lane to Buttonwood Drive
- Trail connection from Patriots Pointe to Timbers Drive

We are requesting that the Division provide the MPO a list of the highway and bicycle and pedestrian projects that you will be submitting to Prioritization 3.0 by the January 22, 2014 TCC meeting. The TAC may consider minor changes to our list at our February 12, 2014 meeting if necessary.

The MPO will begin finalizing our project ranking methodology in January with approval by April. Our project ranking process will include a public comment period and public hearing during the months of May and June, and we will adopt our final ranking points by the end of July. As is always our practice, our project ranking process will be a transparent, open process with input sought from the public and all of our MPO member governments and partners including NCDOT. We welcome you and your staff's participation. As the Prioritization 3.0 process is designed, getting our projects funded will likely require ranking points being assigned by both the MPO and the Division. We look forward to working with you to advance the priorities of our region. In order to increase our understanding of each other's processes and priorities, we request that you provide a presentation of the Division's process for developing ranking points at our upcoming TCC and TAC meetings.

Please follow-up with MPO staff to provide your list of highway and bicycle and pedestrian project submissions and to schedule your presentations to the TCC and TAC on your project ranking process. Again, we look forward to working collaboratively with you to advance our region's transportation priorities through the Prioritization 3.0 process.

Sincerely,



Ellen Reckhow, Chair

Transportation Advisory Committee

**DURHAM-CHAPEL HILL-CARRBORO MPO
METHODOLOGY FOR RANKING
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
PRIORITY PROJECT REQUESTS (FY 2014-2020)**

INTRODUCTION

The purpose of the Regional Priority List is to facilitate determination of the region's project priorities to be used in development of a fiscally constrained Transportation Improvement Program (TIP). SAFETEA-LU calls for a TIP development process that documents a methodology for ranking project requests, reflects local and metropolitan goals, and addresses mobility, environmental and air quality goals.

OBJECTIVE

The methodology outlined below is designed to address multi-modal transportation needs and to ensure regional balance through the use of specific technical criteria. The Technical Coordinating Committee (TCC) will use the methodology to develop a draft Regional Priority List. This draft Priority List is to be used as a starting point or a reference base by the Transportation Advisory Committee (TAC) for the approval of a final Regional Priority List.

The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities. The TCC will make its technical recommendation on a draft Priority List based on the methodology described in this document, and the TAC will then be afforded the opportunity to make any changes it deems appropriate.

METHODOLOGY GOALS

- Produce a program of projects (or project priorities) which satisfies MPO, local and state goals, and addresses SAFETEA-LU policies of system preservation, operational efficiency in the movement of people and goods, multi/inter-modalism, and air quality mandates.
- Be simple enough for project-level analysis without requiring unnecessary data collection.
- Be understandable by the general public.

PROCEDURE FOR RANKING PROJECTS

1) Goal Setting For Regional Priority List

Since the Regional Priority List should be a subset of the DCHC MPO Long Range Transportation Plan (LRTP), the goals for the regional priority list are the same as the DCHC MPO goals and objectives in the 2035 LRTP.

2) Submission of Local Priority Lists

All MPO member jurisdictions and Triangle Transit will submit a local priority list to the MPO. The

DCHC MPO requests that the local jurisdictions apply screening criteria during the development of these lists. The screening criteria are:

- a) Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current long-range plan? Does it implement community objectives (for the intrastate system, does it meet NCDOT mobility objectives)? Does the project have a broad base of local support?
- b) Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?
- c) Timing Factor – Is the project needed within the TIP funding cycle? Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?

Local jurisdictions may also elect to use the ranking methodology to create their local priority lists but are not required to do so. The TCC will review local priority lists for adherence to these screening criteria before applying the ranking methodology.

Local jurisdictions shall provide the DCHC MPO a list of projects. The list should be grouped by mode (highway, transit, bicycle, and pedestrian). The local jurisdictions shall provide a short description of the project, including the project limits, name, mileage, and cost. The description should note any essential elements of the project such as bike lanes, sidewalks, transit accommodations, vehicle types, etc.

3) Submission of Projects for the Regional Priority List

For the 2014-2020 TIP, the DCHC MPO will submit projects to NCDOT's Strategic Planning Office of Transportation by July 2011 for the application of the NCDOT's quantitative ranking methodology. The MPO is limited to fifteen new highway projects, ten new bicycle projects, ten new pedestrian projects, and an unlimited number of transit projects. Highway, bicycle, and pedestrian projects that were submitted for the 2012-2018 TIP do not need to be resubmitted.

DCHC MPO will combine the local priority lists into a list that the MPO will submit to NCDOT. In the event that more projects are submitted to the MPO than the MPO is allowed submit to NCDOT, the TCC will select projects based on the screening criteria, the air quality horizon year in the LRTP, regional significance, geographic distribution, and local priority.

4) Application of the Ranking Methodology

The NCDOT will apply a quantitative ranking methodology to the MPO's projects and provide the MPO project scores and data. DCHC MPO staff in coordination with local staff will use the project data and collect additional data to apply the MPO ranking methodology. The list of projects will then be presented to the TCC as the draft regional priority list.

The TCC first examines the consistency in which local jurisdictions and MPO staff have responded to the screening criteria and applied the methodology. If the methodology is not applied consistently, the TCC can agree to change some responses for consistency among all projects. The draft Regional Priority List is then forwarded to the TAC, as the TCC's recommended project priorities for the urban area. The TCC will also recommend a distribution of highway ranking points among projects.

5) Approval of Project Rankings and Points

The TAC will release the draft list for public comment and hold a public hearing at a TAC meeting. The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities. After review and public comment, the TAC will approve the final Regional Priority List including the distribution of highway ranking points.

APPLICATION OF THE METHODOLOGY

1. There are four separate ranking methodologies based on the primary mode of transportation: 1) highway; 2) bicycle; 3) pedestrian; and 4) transit. The four ranking methodologies are independent of each other. Points for different modes are on different scales and are not comparable.
2. Points are weighted and totaled for each project using the four modal ranking methodologies outlined on the last pages of this document.

MODAL RANKING METHODOLOGIES IN DETAIL

Highway

There are nine criteria. All criteria are not applied to all project types and tiers, and the criteria are weighted differently based on the project type and tier.

1. *Congestion* - This category awards points to projects based on the level of congestion and travel demand. For road projects, congestion is measured by the volume to capacity (V/C) ratio and the annual average daily traffic (AADT). For new road facilities in which traffic counts are not available, volumes on a parallel existing facility may be used.

Data will be collected and provided by NCDOT's SPOT.

2. *Safety* - Safety points are awarded to projects based on the critical crash rate, crash density, and severity.

Data will be collected and provided by NCDOT's SPOT.

3. *Economic Competitiveness* – Points are awarded based on the output from the TREDIS model.

Data will be collected and provided by NCDOT's SPOT.

4. *Lane Width* – Points are awarded based on the existing width of the lane versus the standard width

Data will be collected and provided by NCDOT's SPOT.

5. *Shoulder Width* – Points are awarded based on the existing width of the shoulder versus the standard width.

Data will be collected and provided by NCDOT's SPOT.

6. *Multi-modal Benefits*– Points are awarded to projects based on if they include multi-modal options (BRT, LRT, BOSS, HOV/HOT), connections (airport, rail depot, transit terminal), or design features (sidewalks, pedestrian crossings, bicycle lanes, wide outside shoulders, bus pullouts, transit prioritization, bus shelters).

Local jurisdictions are asked to describe the benefits. Data will be collected and provided by NCDOT's SPOT.

7. *Environmental Impacts* - Points are awarded based on the impact on wetlands, streams, water supply watersheds, wildlife habitat, parks, and air quality.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to use the environmental impacts worksheet to assess the impact of projects based on a GIS analysis.

8. *Community Impacts* – Points are awarded based on the impact on neighborhoods, communities, schools, parks, recreation facilities, historic resources, and cemeteries.

The MPO will provide local jurisdictions a base map of community resources and 2010 population density. Local jurisdictions are asked to use the community impacts worksheet to assess the impact of projects based on a GIS analysis.

9. *Environmental Justice*- Points are awarded based on the impact on low-income and minority populations. This item is designed to penalize projects that may have negative impacts on low income areas or federally recognized disadvantaged groups.

The MPO will provide local jurisdictions a base map that indicates which Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

Pedestrian

There are seven criteria that are weighted differently. All project types and tiers are subject to the same criteria.

1. *Right-of-Way Availability* – This category awards points to projects based on the right-of-way available for the project. Right-of-way should be estimated based on the local jurisdiction's best knowledge of the area and the NCDOT right-of-way database. Extensive research into property deeds is not required.

Data will be collected and provided by NCDOT's SPOT.

2. *Connectivity* – This category awards points to projects based on the proximity to transit, schools, central business districts, high density residential or commercial areas, parks, and other pedestrian facilities.

Data will be collected and provided by NCDOT's SPOT.

3. *Pedestrian Crashes* - Points are awarded based on if there have been three or more pedestrian crashes within the last five years.

Data will be collected and provided by NCDOT's SPOT.

4. *Demand/Density* – Points are awarded based on the population density within 0.5 miles of a pedestrian facility.

Data will be collected and provided by NCDOT's SPOT.

5. *Congestion/Traffic Volume* - This category awards points to projects based on the amount of traffic volume on the roadway. Off-road greenways are based on the parallel or alternate roadways. More points are provided for more congested or higher volume facilities to reflect the safety hazard for pedestrians on larger busier roadways. The traffic counts should be taken from the latest Annual Average Daily Traffic (AADT) maps on the NCDOT website.

Congestion data will be provided by the MPO. Traffic volume data will be collected and provided by NCDOT's SPOT.

6. *Regional Connectivity* – Points are awarded to pedestrian only projects based on if the project provides a pedestrian connection to regional and local buses. Project limits that include a bus stop for an existing Triangle Transit regional route receive three points. Project limits that include a station area for a future regional rail receive two points. Project limits that include a bus stop for a local bus route receive one point. Project limits that do not include a bus stop for a transit route receive zero points.
7. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. Since pedestrian facilities are perceived as amenities and usually require little right-of-way acquisition, projects that serve low income and minority areas will receive more points.

The MPO will provide local jurisdictions a base map that indicates which Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

Bicycle

There are seven criteria that are weighted differently. All project types and tiers are subject to the same criteria.

1. *Right-of-Way Availability* – This category awards points to projects based on the right-of-way available for the project. Right-of-way should be estimated based on the local jurisdiction's best knowledge of the area and the NCDOT right-of-way database. Extensive research into property deeds is not required.

Data will be collected and provided by NCDOT's SPOT.

2. *Connectivity* – This category awards points to projects based on the proximity to transit, schools, central business districts, high density residential or commercial areas, parks, and other bicycle facilities.

Data will be collected and provided by NCDOT's SPOT.

3. *Bicycle Crashes* - Points are awarded based on if there have been three or more bicycle crashes within the last five years.

Data will be collected and provided by NCDOT's SPOT.

4. *Demand/Density* – Points are awarded based on the population density within 1.5 miles of a bicycle facility.

Data will be collected and provided by NCDOT's SPOT.

5. *Congestion/Traffic Volume* - This category awards points to projects based on the amount of vehicular congestion as measured by volume/capacity ratios for bicycle projects. Off-road greenways are based on the parallel or alternate roadways. More points are provided for more congested or higher volume facilities to reflect the safety hazard for bicyclists on larger busier roadways. The volume/capacity ratio will be provided by the MPO model.

Congestion data will be provided by the MPO. Traffic volume data will be collected and provided by NCDOT's SPOT.

6. *Regional Connectivity* – Points are awarded to bicycle based on if the project is a part of the regional routes recognized in the 2035 LRTP or if it provides access to regional or local buses. Projects part of a regional bicycle route that partially exists or project limits that include a bus stop for an existing Triangle Transit regional route receive three points. Projects part of a regional bicycle route that does not currently exist or project limits that include a station area for a future regional rail receive two points. Projects not part of a regional bicycle route that connect to a regional bicycle route or project limits that include a bus stop for a local bus route receive one points. Projects that are not part of a regional bicycle route and do not connect to a regional bicycle route or project limits that do not include a bus stop for a transit route receive zero points.
7. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. Since bicycle facilities are perceived as amenities and usually require little right-of-way acquisition, projects that serve low income and minority areas will receive more points.

The MPO will provide local jurisdictions a base map that indicates which Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

Transit

There are seven criteria for transit projects that are weighted differently. All project types and tiers are subject to the same criteria.

1. *State of Good Repair* – This category is designed to award points to projects that are essential to maintaining the current transit service. Projects will receive more points for every percentage decrease in average age of fleet. Facilities receive more points for every percentage increase in surface area of space.

Data will be collected and provided by NCDOT's SPOT.

2. *Availability* – This category awards points based on the percentage increase in system-wide service hours.

Data will be collected and provided by NCDOT's SPOT.

3. *Connectivity* – Projects receive points based on connections to taxi stands, bicycle facilities, sidewalk facilities, demand response transit, high density housing within 0.5 miles, mixed use development, and fixed route services.

Data will be collected and provided by NCDOT's SPOT.

4. *Technology* – Projects receive points based on the percentage increase in funding on information technology.

Data will be collected and provided by NCDOT's SPOT.

5. *Environmental Impacts* - Points are awarded based on the impact on the natural environment. Since most transit projects use existing roadway facilities and thus do not require construction, projects are assessed based on their relative positive air quality impacts. Transit projects that require construction such as fixed guideway, BRT, and park and ride lots should have points deducted if significant environmental impacts may occur due to construction, including impacts on wetlands, streams, water supply watersheds, and rare species habitats.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to use the environmental impacts worksheet to assess the impact of projects based on project type and a GIS analysis for construction projects.

6. *Community Impacts* – Points are awarded based on the impact on neighborhoods, communities, schools, parks, and recreation facilities. Since transit projects are community amenities and usually require little right-of-way acquisition, projects that serve more dense neighborhoods and community facilities receive more points.

The MPO will provide local jurisdictions a base map of community resources and 2010 population density. Local jurisdictions are asked to use the community impacts worksheet to assess the impact of projects based on a GIS analysis.

7. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. Since transit projects are community amenities and usually require little right-of-way acquisition, projects that serve low income and minority areas will receive more points.

The MPO will provide local jurisdictions a base map that indicates which Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

OBSERVATIONS

The order of transit priorities could vary significantly from year to year if anticipated funding sources are reduced or eliminated by Congress.

- Mandates (e.g., the American's with Disabilities Act) may take precedence when programming projects from the Regional Priority List in the TIP.
- The fiscal constraints of programming projects in the TIP may result in the programming of less expensive, lower ranked projects.
- Some lower ranking projects may be implemented earlier than a higher ranked, large project due to the time constraints associated with a more complex project (i.e., major investment studies, preparing environmental documents, designing the project, right-of way acquisition, etc.).
- The utility of ranking more than 25 projects is minimal due to the availability of project funds.

Criteria	Metric	Mobility			Modernization		
		% of Score - Statewide Tier	% of Score - Regional Tier	% of Score - Subregional Tier	% of Score - Statewide Tier	% of Score - Regional Tier	% of Score - Subregional Tier
Congestion	current volume/capacity + AADT	30%	30%	30%	5%	5%	no SPOT data
Safety	critical crash rates, crash density, severity	20%	20%	25%	15%	15%	20%
Economic Competitiveness	use TREDIS model, input change in VHT, output economic value added based on % change in Division	20%	20%	no SPOT data	no SPOT data	no SPOT data	no SPOT data
Lane Width	existing width vs. standard width	no SPOT data	no SPOT data	no SPOT data	25%	25%	25%
Shoulder Width	existing width vs. standard width	no SPOT data	no SPOT data	no SPOT data	25%	25%	25%
Multi-modal	options, connection, or design features	Bonus Points: 8 for HOV/HOT, BRT, Rail, BOSS; 5 for connection to terminal; 3 for sidewalks, bike lanes, transit facilities, etc.					
Environmental Impacts	Air quality impacts and GIS analysis of wetlands, streams, species habitat, parks, and water supply watershed	10%	10%	15%	10%	10%	10%
Community Impacts	GIS analysis of population density, schools, parks, historic resources, and cemeteries	10%	10%	15%	10%	10%	10%
Environmental Justice	GIS analysis of low-income and minority areas	10%	10%	15%	10%	10%	10%

100% 100% 100% 100% 100% 100%

Criteria	Metric	% of Score
Right-of-Way Acquired	Amount of right-of-way available	10%
Connectivity	Access to transit, schools, CBD, high density residential or commercial, parks, other bike/ped facilities	20%
Bicycle or Pedestrian Crashes	3 or more bike/ped crashes within last 5 years, variable points if greater than 3	15%
Demand/Density	Population density within 1.5 miles of bicycle facility	15%
Congestion	v/c on roadway	15%
Regional Connectivity	Part of regional bicycle route or connection to Triangle Transit regional route, future rail, or local bus route	15%
Environmental Justice	GIS analysis of benefit to minority and low-income population	10%

100%

Criteria	Metric	% of Score
Right-of-Way Acquired	Amount of right-of-way available	10%
Connectivity	Access to transit, schools, CBD, high density residential or commercial, parks, other bike/ped facilities	20%
Bicycle or Pedestrian Crashes	3 or more bike/ped crashes within last 5 years, variable points if greater than 3	15%
Demand/Density	Population density within 0.5 miles of ped facility	15%
Traffic volume	AADT on roadway	15%
Regional Connectivity	Pedestrian connection to Triangle Transit regional route, future rail, or local bus route	15%
Environmental Justice	GIS analysis of benefit to minority and low-income population	10%

100%

All Tiers and Types		
Criteria	Metric	% of Score
Availability	One point for every percent increase in system-wide service hours	15%
Connectivity	One point for connection to taxi stand, bicycle facility, sidewalk facility; demand response transit, high density housing within 1/2 mile, mixed use development; two points for connection to fixed route with 1 hour all day headway; three points for connection to fixed route with 30 minute peak headway	15%
Technology	One point for every percent increase in funding spend on information technology	5%
State of Good Repair	One point for every percent decrease in average age of fleet; Facilities: one-tenth of one point for every percent increase in surface area of space	50%
Environmental Impacts	Based on project type, vehicle type, GIS analysis	5%
Community Impacts	Based on density, schools, parks served	5%
Environmental Justice	GIS analysis of benefit to low-income and minority areas	5%

100%



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA
SECRETARY

October 15, 2013

MPO/RPO
Address
City, State Zip

ATTENTION: TAC Chair
Subject: Guidance For Implementation of Strategic Prioritization - Session Law 2012-84

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization."

The Department engaged the P3.0 Workgroup to assist in developing guidance on how to implement S.L. 2012-84. The emphasis is on an open and transparent process. On September 30th the Workgroup reached agreement on recommended guidance. The Department agrees.

Outlined below is the guidance each MPO and RPO needs to follow in developing their local methodology. This methodology will be used to assign MPO/RPO local input points under the new Strategic Transportation Investments (STI) law. The Department requests you submit your local methodology for approval and address each of the following items:

- Describe the MPO/RPO ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process. These criteria should be understandable to the public. In other words, the measures and the percentages assigned to each measure should be defined, described, and outlined in such a way that the public can follow how project points will be assigned.
- Describe how your organization intends to engage and solicit public input on your methodology: i.e., the rationale behind the preliminary assignment of points; posting of this approach on a public website; holding a public hearing to receive comments on the preliminary assignment and/or how your organization followed its public input policies to adhere to this requirement. At least one public review period and public meeting/hearing should be included in the process. This review period needs to allow sufficient time for consideration of any public comments prior to the TCC/TAC making the final point assignment.
- Describe how your Technical Coordinating and Transportation Advisory Committees (TCC/TAC) will consider the input of public comments on the preliminary assignment of points as they develop and ultimately approve the final point assignment.

October 15, 2013

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- Describe how the final local point assignment (approved by your TAC) will be disseminated and shared with the public. Include dates on your schedule you are targeting to achieve this.
- The methodology needs to be approved by the TAC.

Please develop and submit a proposed methodology, a contact person and/or narrative to Don Voelker, Director, Strategic Prioritization Office of Transportation, as soon as you believe your methodology follows the above guidance. The Department will review each submission and provide a response on its acceptability. We look forward to working with each MPO and RPO to ensure an acceptable methodology is in place before local input points are assigned beginning May 1, 2014; otherwise, the Department will not accept local input points from the MPO/RPO for that area. This lead time should be sufficient for each MPO/RPO to ensure their local methodologies will meet this guidance.

Sincerely,

Jim Trogdon, P.E.
Chief Deputy for Operations

cc: Don Voelker
cc: MPO/RPO Staff Point of Contact

MEMORANDUM

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 22, 2014

Subject: **STP-DA and Transportation Alternatives Program**

Background

Surface Transportation Program – Direct Attributable (STP-DA) and Transportation Alternatives Program (TAP) funds are directly allocated to the DCHC MPO annually based on the population of the urbanized area. The DCHC MPO receives approximately \$4.3 million annually in STP-DA and \$351,000 annually in TAP.

STP-DA can be used for many different planning, highway, transit, or bicycle/pedestrian projects. The MPO has a policy not to use STP-DA for highway projects. In 2008, the DCHC MPO held a Call for Projects for STP-DA for FY 2009-2015. A distribution policy was developed and followed at that time for the distribution of funding among project types and recipients. The programming approved in 2008 has been modified and adjusted many times over the past five years. Projects inevitably fall behind schedule, new priorities arise, estimated project costs change, etc. Currently, the MPO does not have any projects programmed with STP-DA beyond FY 2014 in the TIP.

TAP is a new funding source included in the MAP-21 federal transportation legislation. Transportation Management Areas, such as the DCHC MPO, receive a direct allocation of TAP annually based on the population of the urbanized area. NCDOT also receives TAP funding. Federal legislation requires that TAP projects be selected through a competitive process, and State DOTs are not eligible recipients of TAP funding. TAP can only be used for “transportation alternatives” including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation, and safe routes to school programs. The DCHC MPO needs to approve a policy for programming its TAP funding. NCDOT plans to program much of its TAP funding through the Prioritization 3.0 process.

The MPO requested that all of its member jurisdictions review the STP-DA projects currently programmed in FY 2014 to assess if the funding will be obligated in FY 2014. Jurisdictions were asked to submit any requested changes to FY 2014 projects. Any funding not expected to be obligated in FY 2014 would be subject to the FY 2015-2016 Call for Projects process.

One attachment is a set of tables displaying the current FY 2014 STP-DA programming, the requested changes to FY 2014 programming, and the expected funding for the FY 2015-2016 Call for Projects.

As shown, the MPO has approximately \$13 million of STP-DA programmed for FY 2014. This is equivalent to approximately three years of the MPO's annual allocation. Due to a variety of reasons, many of these projects have been delayed by several years. Reasons for delays include the time consuming federal approval process, insufficient local staff available to manage projects, lack of local matching funds, changes to project scopes, etc. While the MPO's STP-DA policy includes a one-year grace period for the obligation of funding, the MPO has been very lenient on this and has tried to work with its member governments to maintain funding for projects that are local priorities and are making progress. Simultaneously, over the past several years, the MPO has approved several new projects and requests to cover cost over-runs. Lack of STP-DA funding has not been a hindrance to getting projects completed.

The MPO wants to work with our member governments to get more of our STP-DA obligated so the funding is safe from potential federal rescissions and so that the funding can be put to use to improve bicycle, pedestrian, and transit facilities in the MPO. The table displays a revised program of projects that local governments believe can be completed in FY 2014. Carrboro, Chapel Hill, and Durham have all pledged to obligate \$13 million of STP-DA funding in FY 2014. Several projects are expected to proceed as currently programmed, a few projects are expected to proceed to the next phase of project development but won't be constructed in FY 2014, a few projects are being canceled and the funding reallocated to different projects, and some bicycle and pedestrian funding will be reallocated to needed replacement transit vehicles.

TAC approval of the FY 2014 programming in a TIP amendment will be requested in March simultaneous with the approval of the FY 2015 and 2016 funding.

FY 2015 and 2016 Call for Projects

The TAC adopted a policy for programming STP-DA and TAP funding in FY 2015 and 2016 at the January meeting. LPA staff sent the resulting funding to member jurisdictions and requested lists of which projects should be funded. Some information has been provided, but many need additional time to develop their programming schedule. The MPO's goal is to approve programming in early spring 2014 so that local governments can include the local match for FY 2015 projects in their FY 2015 budgets. LPA staff recommend allowing jurisdictions more time to develop their programming and defer a recommendation until the February TCC meeting.

The LPA staff also needs to score Regional Bicycle and Pedestrian projects according to the policy as required for TAP projects. LPA staff identified which projects submitted for Prioritization 3.0 qualify as TAP projects. However, additional information on project costs and schedules is needed to score projects.

POLICY FRAMEWORK FOR DCHC MPO FEDERAL FUNDS

Under federal legislation, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is responsible for programming and maintaining the seven-year Transportation Improvement Program (TIP), coordinating updates of the State Transportation Improvement Program (STIP) and selecting projects to receive funds from four federal funding programs:

- Surface Transportation Program – Direct Apportionment (STP-DA)
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ)
- Federal Transit Administration (FTA)

Under MAP-21, DCHC MPO is required to document the process used for programming these funds. The “Policy Framework for the DCHC MPO’s Federal Funds” provides policy direction and guidelines for the recommendation and selection of projects to receive DCHC MPO funds. In addition to more general policy direction, this Policy Framework contains specific information for DCHC MPO’s project selection process for programming DCHC MPO funds, as part of the development of the TIP. This policy focuses and provides guidance for programming DCHC MPO funds and support implementation and tracking of projects established in the MPO’s Metropolitan Transportation Plan.

Transportation Improvement Plan (TIP)

The TIP contains the transportation project list developed and approved through the MPO’s decision-making process. The TIP is focused on the development and implementation of projects that are part of or directly support key local and state transportation policies and plans, including designated projects in the 2040 MTP. Under federal law, the TIP must be a four-year program of projects that is updated at least every two years. At a minimum, federal and state legislation requires a TIP to contain all of the transportation projects requesting federal transportation funding under Titles 23 CFR (highways) and 49 CFR (transit) in the United States Code, as well as all the non-federally funded, significant projects. The TIP will therefore include:

- Projects using federal funds managed by the DCHC MPO (STP-DA, TAP, CMAQ, and FTA);
- Projects using federal and state funds managed by NCDOT;
- Projects of significance, regardless of funding source, required to be included in the air quality analysis and conformity determination of the TIP;
- Projects carried forward from the previous TIP funding, with funds not yet obligated.

As part of the development of the TIP, DCHC is responsible for reviewing all projects submitted for programming. DCHC has primary responsibility for selecting projects to receive DCHC-managed federal funds from the STP-DA, TAP, CMAQ, and FTA federal funding programs. The process is summarized in the subsequent sections of this policy.

DCHC MPO Funds - Eligibility Requirements

As previously stated, DCHC is responsible for selecting projects to receive STP-DA, TAP, CMAQ, and FTA funds. Each federal funding program has specific eligibility requirements, as follows:

- STP-DA funds are the most flexible of DCHC funds and can be used for a variety of transportation projects, transit projects, and planning activities.
- TAP funds may only be used for transportation alternatives including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation and safe routes to school programs. No roadway capacity improvement projects are eligible for TAP funds.
- CMAQ funds are available for specific categories of transportation projects and programs that improve air quality by increasing the efficiency of existing transportation facilities or reducing travel demand on those facilities. General purpose roadway projects are not eligible.
- FTA funds may be used *only* for transit related projects serving the DCHC's federal urbanized area.

DCHC MPO Funds - STP-DA and TAP Funding Policy

The following three step process has been developed for allocating STP-DA and TAP funding.

Step 1 - Distribution guidance

The MPO funds identified are distributed through a partially competitive and partially non-competitive process. This process is based on the requirements of current transportation legislation, with additional guidance provided by the *2040 MTP*, the MPO's long-range metropolitan transportation plan and other local comprehensive plans.

The process begins with the calculation of our "expected" annual STP-DA and TAP funds available. It is calculated by combining our annual allocation over the 2 year period with any prior year uncommitted balance.

The total expected STP-DA and TAP funds available is initially reduced by the following items:

1. *Special Requests* (up to 5%) - distributed to parties who do not have a specific sub-allocation of funding through the policy (e.g. county governments, Triangle Transit) as needed and approved by the TAC.
2. *Staff and Routine Planning* - funding level varies depending on LPA needs, subject to UPWP approval
3. *Extra Planning* - funding level varies depending on LPA needs, subject to UPWP approval

After those items have been accounted for, the remainder of STP-DA and TAP funds is allocated to 3 sub-categories as follows:

1. 25% to *Transit* (non-competitive split: 50% Chapel Hill Transit, 50% Durham Area Transit Authority)
2. 25% to *Regional Bicycle and Pedestrian* (competitive – for projects of regional scale and importance). All TAP funding will be programmed for projects in this category. The total funding will be inflated by 30% to result in an over-programming of funding. The over-programming will help ensure funding is obligated even if projects fall behind schedule.
3. 50% to *Local Discretionary* (distributed to participating members on a non-competitive basis). The total funding will be inflated by 30% to result in an over-programming of funding. The over-programming will help ensure funding is obligated even if projects fall behind schedule.

Step 2 – Distribution of STP-DA and TAP within the each distribution category

Special Requests – This category is intended to be used for special requests from parties who do not have a specific sub-allocation of funding through other categories (e.g. county governments, Triangle Transit). No guidelines have been proposed for distribution by jurisdiction so that the MPO has flexibility in responding to needs that may vary significantly from year to year. Up to 5% can be used for these projects. Any funding not used will be assigned to other distribution categories as required by this policy.

Staff and Routine Planning – This category is for LPA staff and routine planning activities either performed by the LPA or by other agencies (TJ COG or the Model Service Bureau) on behalf of the LPA. There is no need for guidelines for the distribution of funding within this category because all funding is for MPO-wide activities – no funding is allocated to

individual jurisdictions. The specific funding amount will be approved through the annual UPWP.

Extra Planning – This category is for special emphasis projects either performed by the LPA or member jurisdictions. This category is for larger, more expensive planning projects that will enhance transportation planning in the MPO but are not required. No guidelines have been proposed for distribution by jurisdiction. All of the projects that have been approved are for MPO-wide activities. The specific funding amount will be approved through the annual UPWP.

Transit – 50% of funding will be programmed for Chapel Hill Transit and 50% of funding will be programmed for DATA

Regional Bicycle and Pedestrian – There is no distribution formula for funding within this category. All TAP funds will be programmed to projects in this category. As required, a competitive process will be used to select projects.

Local Discretionary – There is a guaranteed \$70,000 minimum for each municipality per programmed year and then the remainder is distributed proportionate to the municipal populations.

Step 3 – Allocate STP-DA and TAP funds to specific projects within each category

All funding of specific projects within each category must be presented to the TAC for approval and must be included in the MPO's adopted TIP. There is no sub-allocation of funding directly to member governments.

These categories are approved annually with the UPWP process:

Staff and Routine Planning – The LPA Staff will submit estimated staffing and routine planning activities annually for this category.

Extra Planning – The LPA Staff will submit new or continued projects for this category.

Projects funded through the 4 other categories will approved prior to the beginning of FY 2015. Amendments can be made in the interim as needed:

Special Requests - Counties and Triangle Transit can submit their requests to the LPA. The TCC will make a recommendation and the TAC will approve the projects.

Transit – Transit agencies will submit projects to the LPA. The TCC will make a recommendation and the TAC will approve the projects.

Regional Bicycle and Pedestrian – Members will submit requests to the LPA. Projects will be evaluated based on the following screening criteria and scoring methodology. The TCC will make a recommendation and the TAC will approve the projects. The following serves to satisfy the requirement that all TAP funding be selected through a competitive process.

Screening Criteria

- Projects must anticipate a minimum of \$1,000,000 (federal) funding for construction. Design and right-of-way phases can request less than \$1,000,000 (federal) if the construction phase is expected to exceed \$1,000,000 (federal);
- Only the next imminent project phase should be requested (i.e. construction funding should only be requested once design and right-of-way is complete);
- Projects must be part of the adopted bicycle and pedestrian Regional Routes as listed in the current Metropolitan Transportation Plan or they must be bicycle and pedestrian routes greater than 1 mile in length that span multiple municipalities.

Scoring Methodology

- 40% Project readiness – priority will be given to projects that are ready to be constructed or are ready to move to the next phase of project development:
 - 100 points - Construction funding requested - right-of-way and design complete
 - 50 points - Right-of-way funding requested – design complete
 - 25 points - Planning requested
- 30% Safety
 - Variable score from 0-100 points based on the relative number of bike/ped crashes on the facility or parallel facility.
- 15% Spans multiple jurisdictions
 - 100 points – spans more than two local jurisdictions
 - 50 points – spans more than one local jurisdiction
- 15% Density
 - Variable score from 0-100 points based on the relative population and employment density of a 0.5 mile buffer of the corridor.

Local Discretionary – Each municipality will submit new or continued projects for

this category to the LPA. The TCC will make a recommendation and the TAC will approve the projects. The TAC will approve with the expectation that this category offers municipalities flexibility in funding projects that reflect their own priorities and needs.

DCHC-MPO Funds – STP-DA Project Approval Process

DCHC has an established process for recommending and selecting projects to receive DCHC funds. STP-DA funds are distributed based on the aforementioned funding proposal methodology and the following funding policy that was adopted by TAC in 2003:

“Funding priority will be given to projects in the adopted DCHC Metropolitan Transportation Plan in the following categories and not for roadway projects:

- Public transit;
- Bicycle and pedestrian facilities;
- Transportation System Management, Transportation Demand Management, Intelligent Transportation Systems;
- Scenic and environmental enhancements;
- Planning studies that support the implementation or development of the adopted and future versions of DCHC’s Metropolitan Transportation Plan and air quality programs.

When projects are being considered, equity and funding in jurisdictions over time will be considered.”

Projects that are submitted for funding requests will be given priority separately according to the six project groups and the following guiding principles:

1. Special Requests includes:
 - a. County or Triangle Transit projects that comply with the adopted funding policy.
2. Routine Planning includes:
 - a. New and existing LPA staff positions;
 - b. Activities that are required to be completed such as air quality planning, congestion mitigation planning, modeling, etc.
3. Extra Planning includes:
 - a. LPA and local government planning activities that are optional such as special emphasis projects.

4. Transit includes:
 - a. DATA and CHT projects that comply with the adopted funding policy.
5. Regional bicycle and pedestrian projects includes:
 - a. Projects of regional scale and importance that span or connect multiple jurisdictions.
 - b. Minimum project size of \$1,000,000 (federal)
6. Local Discretionary –This is the most flexible category. Projects can include:
 - a. Large bicycle and pedestrian projects;
 - b. Scenic and environmental enhancements to highway TIP projects;
 - c. Transit projects;
 - d. Planning projects.

DCHC MPO Funds – CMAQ Funding

Federal CMAQ funds are apportioned annually to each state according to the severity of its criteria air problems. The CMAQ program is funded by the Federal Highway Administration (FHWA); therefore CMAQ projects must follow federal laws and regulations. Since transportation and environmental program priorities fluctuate, a limited portion of CMAQ apportionment can be transferred to other federal-aid highway programs such as:

- Surface Transportation Program (STP)
- National Highway System (NHS)
- Highway Bridge Program (HBP)
- Interstate Maintenance (IM)
- Recreational Trails Program (RTP)
- Highway Safety Improvement Program (HSIP)

The transfer of funds has specific monetary provisions and will differ each year. It is also a requirement that any transfer of such funds must still be obligated in nonattainment and maintenance areas.

The CMAQ program is based on a competitive process for which proposals for candidate transportation projects are submitted to North Carolina Department of Transportation (NCDOT). MPOs and RPOs responsible for transportation planning in air quality non-attainment & maintenance areas are encouraged to work cooperatively with their member jurisdictions to develop and submit project proposals. There is currently a minimum project threshold of \$100,000.

Transit project(s) selected as part of the CMAQ competitive process are flexed to the

Federal Transit Administration (FTA) and retain the funding laws and regulation under the CMAQ program. FTA is ultimately responsible for the administration of flexed CMAQ funds.

Travel demand management - Funding for the TDM will be shared equally by CAMPO. The MPO's share of TDM will be provided using CMAQ funds. TDM offers very high air quality benefits and competes very favorably for CMAQ funding. CMAQ funds have been approved for FY 2013 through 2017 for TDM.

Project Tracking System

DCHC would like to implement a Project Tracking System to monitor the progress of DCHC's STP-DA, TAP, CMAQ, and FTA funds. The following is a proposed tracking system. The project tracking policies contained within this document apply to the following federal funds for which the DCHC has primary responsibility for project selection through the current congressional appropriations bill:

- Surface Transportation Program Direct Attributable (STP-DA),
- Transportation Alternatives Program (TAP),
- Congestion Mitigation and Air Quality Improvement Program (CMAQ), and
- Federal Transit Administration (FTA) – Section 5307

The purpose of the project tracking system is to ensure the timely use of all MPO-managed federal funds (referred to as "MPO funds"). Four (4) important goals of the system are to:

- Implement approved qualified/quantifiable projects
- Identify the reasons and accountability for, and possible solutions to, project delays
- Ensure a consistent process is followed for any distribution of MPO funds
- Ensure minimal impact to DCHC's UZA in the event of future rescissions

Each project sponsor will be responsible for identifying the appropriate estimated obligation date for each phase of their project receiving MPO funds and update as necessary via the project tracking database. A one-year grace period beyond the estimated obligation date is established for each project. The estimated obligation date identified by each project sponsor, once funds are programmed in the Transportation Improvement Program (TIP), is used to monitor the progress of the funds and the projects.

This project tracking system will monitor the obligation of STP-DA, TAP, and CMAQ funds, as well as the timely realignment of these funds when necessary. A decision on the need to

develop policies and procedures for monitoring the expenditures of STP-DA and TAP will be instituted at a future date. LPA staff is currently working to develop a CMAQ project evaluation analysis policy. This policy will monitor CMAQ projects to evaluate whether or not they have met their intended objectives and will also be used in decisions for future CMAQ funding.

Policies - Obligations & Monitoring

A. Obligation Monitoring of STP-DA, TAP, and CMAQ Funds

Each phase of a project with STP-DA, TAP, and/or CMAQ funds is allowed a one-year grace period beyond the allocation year. If project funds remain un-obligated by the end of this grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TCC and the TAC of those projects with STP-DA, TAP, and/or CMAQ funds that are approaching this milestone. These reports will include information on the age of the funds, the phases programmed, and the length of time passed beyond the estimated obligation date (i.e., months “past due”).

LPA staff will notify the project sponsor when any STP-DA, TAP, or CMAQ funds are six months past the estimated obligation date (before the one-year grace period expires). The project sponsor will be required to prepare a narrative outlining the reasons for the delay in preparation for presentation to the TCC. The LPA staff, along with the TCC’s input will determine whether or not an obligation date extension is warranted.

1. The length of any obligation date extension will be determined on a case-by-case basis and may be allowed for any date within the 7-year time span of the current TIP. The TCC will then make a recommendation to the TAC.
2. If the LPA staff and subsequent TCC determination is that an obligation date extension is not warranted, the recommendation to the Committee will be to remove the funds in question from the project. Project sponsors will be provided the opportunity to present their case to the Committee if they choose to appeal the recommendation. The LPA Staff will be regularly notified well in advance of all delayed projects with “at risk” funds via the reports mentioned above, and will be taking action on all subsequent activities. Any redistribution of these funds will follow the policies contained in Section E of this document.
3. LPA staff will obtain a monthly report from NCDOT that will be used to develop a report to reconcile project obligations. This will provide a “real-time” status of

project obligations.

B. Expenditure Monitoring of STP-DA, TAP, and CMAQ Funds

A decision on the need to develop policies and procedures for monitoring the expenditures of STP-DA and TAP will be instituted at a future date. LPA staff is currently working to develop a CMAQ project evaluation analysis policy. This policy will monitor CMAQ projects to evaluate whether or not they have met their intended objectives and will also be used in decisions for future CMAQ funding.

C. Obligation and Expenditure Monitoring of FTA Funds

These funds include STP-DA and CMAQ funds flexed from FHWA. The TAC will approve the flexed amount each year at the first meeting for the federal fiscal year. (Typically October TAC meeting) Once the TAC has approved the flexed amount, the request is made through NCDOT-PTD to transfer (flex) these funds, making them available through the FTA grant application process.

1. Each transit agency receiving funding will submit an application to FTA via the Transportation Electronic Award Management (TEAM) system within 45 days of TAC's authorization. The application is used to obligate Section 5307 funding for approved project (s) *(The application will be assigned a 10-digit application number beginning with NC-90-XXXX-XX)*
 - a. Any time there is an application amendment; updated copies must be sent to DCHC.
2. Each transit agency must forward a copy of the approved application and certificate of award/grant agreement to DCHC within 30 days of receipt of FTA documents.
3. The mandatory reports and applicable due dates are as follows:
 - 1st Quarter - due Feb. 15th;*
 - 2nd Quarter - due May 15th;*
 - 3rd Quarter - due Aug. 15th;*
 - 4th Quarter - due Nov. 15th*
 - a. **Narrative reports** - Each transit agency must forward a copy of their quarterly narrative reports to DCHC *according to the deadlines dictated above.* *(The standard FTA narrative report includes complete project information, the*

Federal Financial Report (SF-425) and a Milestone/Project Progress report.

b. UPWP Detail Composite Report - Each transit agency/participating member government must complete the detailed composite expense report in the standard UPWP task format according to the deadlines dictated above.

c. Project Funds/Status - Each transit agency will forward a “print-screen” copy of the Project Funds/Status – Project funding tab only to DCHC according to the deadlines dictated above. *(This report will give details on obligations, disbursements, de-obligation & refunds over the life of the project.)*

D. Scope Changes to Projects Awarded STP-DA, TAP, CMAQ and/or FTA Funds

Requests for a change in scope for a project that received DCHC funds must be submitted to the TCC for evaluation. All projects awarded CMAQ funds were selected via a competitive process based upon the expectation that the project as described in the grant application would be delivered in the time frame specified. During the selection process of CMAQ projects, each project went through an extensive sub-committee review and quality analysis. As a result, proposed scope changes may have consequences that require careful review and evaluation by LPA staff before they can be recommended for approval.

If a change is requested such that the MPO funds will implement some reduced scope of the existing project, the project sponsor will be asked to provide information on their intent to complete the full project and the request will be sent to the TAC for approval. An existing project’s scope may not be modified so substantially as to effectively constitute a new project. This will be reviewed on a case-by- case basis, but a change in location or outcome may be considered a new project (e.g., changing the scope from a high occupancy vehicle lane to a general purpose lane). A key factor will be how the project was described and evaluated during the competitive process – any scope changes will then be reviewed to determine if the project is essentially meeting the spirit of the original evaluation.

E. Distribution of New and “Returned” STP-DA, TAP, CMAQ and FTA Funds

New and “Returned” funds are defined as follows:

1. **New funds** are defined as additional funds to the MPO/UZA from the reauthorization of federal legislation or other sources.
2. **Returned funds** may originate from several sources: un-committed funds

remaining from each project category, unused funds from completed projects, unused funds remaining from cancelled projects, or funds “returned” from projects due to a variety of reasons (such as an indefinite delay to a project, a change in priorities, or the receipt of other funding sources).

The TCC and TAC will approve the following:

- Some categories of STP-DA and TAP funds will be over-programmed by 30% in anticipation that projects may fall behind schedule, be canceled or delayed, or receive other funding. These projects should already be approved by the TAC and be included in the TIP.
- Cost over-runs will be considered on a case-by-case basis by the TCC and TAC. If the MPO’s unobligated balance can accommodate the request and the funding is necessary for the project to move forward, the LPA staff will recommend approval of the request.
- A MPO wide CMAQ contingency list will be retained based on originally submitted proposals that met the program requirements during the current competitive selection process, but were otherwise unable to be funded due to funding availability.

The FTA funds distributed noncompetitively will not be affected by this policy, yet transit projects may be highly considered as contingency projects due to the increased ability to obligate these funds/projects.

Proposed Changes January 8, 2014 TAC
Original Adopted by TAC on June 9, 2010.

Currently Programmed STPDA Funding in FY 2014

Federal Fiscal Year

Jurisdiction	TIP No	T-2	Project Description	Federal Funding	Amount Obligated	Project Phase	Org. Year (May 2008)	Ext. Year	Status
Carrboro	U-4726	DF	Bicycle Loop Detectors	\$ 30,000	\$ 6,000	Construction	2011	2014	Scheduled to be bid March 2014
Carrboro	EL-4828		Morgan Creek Greenway –Carrboro	\$ 396,636	\$ -	Construction	2007	2014	Scheduled to be bid July 2014.
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$ 723,184	\$ -	Construction	2008	2014	Scheduled to be bid summer 2014.
Carrboro	U-4726	DD	Rogers Road- Sidewalk (Homestead to Meadow Run)	\$ 363,960	\$ -	Construction	2010	2014	Scheduled to be bid April 2014.
Carrboro	U-4726	Dx	South Greensboro St. - Sidewalk	\$ 46,640	\$ -	Construction	2012	2014	Cancel.
Carrboro	EL-4828	Dx	Bel-Arbor Plantation Acres Multi-use Path	\$ 67,000	\$ -	Construction	2013	2014	Cancel.
Chapel Hill	U-4726	Ix	NC-86/Other Locations of Pedestrian Safety Improvements	\$ 150,000	\$ -	Construction	2009	2014	Cancel.
Chapel Hill	U-4726	Ix	CH- Chapel Hill Sidewalks	\$ 320,000	\$ -	Construction	2007	2014	Cancel.
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson bicycle lanes and sidewalks)	\$ 200,800	\$ -	Construction	2009	2014	Scheduled to bid in March 2014.
Durham	U-4726	HL	Barbee Road (Orindo to Pearsontown Elementary) Sidewalk	\$ 15,680	\$ -	Construction	2009	2014	Scheduled to bid in April 2014
Durham	C-4928		Morreene Road Bike/Ped Facilities	\$ 1,269,045	\$ -	Construction	2010	2014	Planning underway. Funding design in FY 14.
Durham	U-4724		Cornwallis Road Bike/Ped Facilities	\$ 1,846,245	\$ -	Construction	2010	2014	Planning underway. Funding design in FY 14.
Durham	U-4726	HK	Hillandale Road Bike/Ped Facilities	\$ 1,077,433	\$ -	Construction	2011	2014	Planning underway. Funding design in FY 14.
Durham	U-4726	HO	Carpenter Fletcher Road Bike/Ped Facilities	\$ 984,819	\$ -	Construction	2010	2014	Planning underway. Funding design in FY 14.
Durham	U-4726	Hx	Avondale Road Bike/Ped Facilities	\$ 412,000	\$ -	Construction	2011	2014	Scheduled to bid in October 2014
Durham	U-4726	HK	Holloway Street Sidewalks	\$ 125,685	\$ -	Construction	2006	2014	Cancel.
NCDOT	EB-4707	B	Old Durham-Chapel Hill Road (Durham)	\$ 2,412,000	\$ 1,320,000	Right-of-Way	2009	2012	
NCDOT	EB-4708	B	Old Durham-Chapel Hill Road (Durham)	\$ 3,947,035	\$ -	Construction	2010	2014	

\$ 14,388,162 \$ 1,326,000

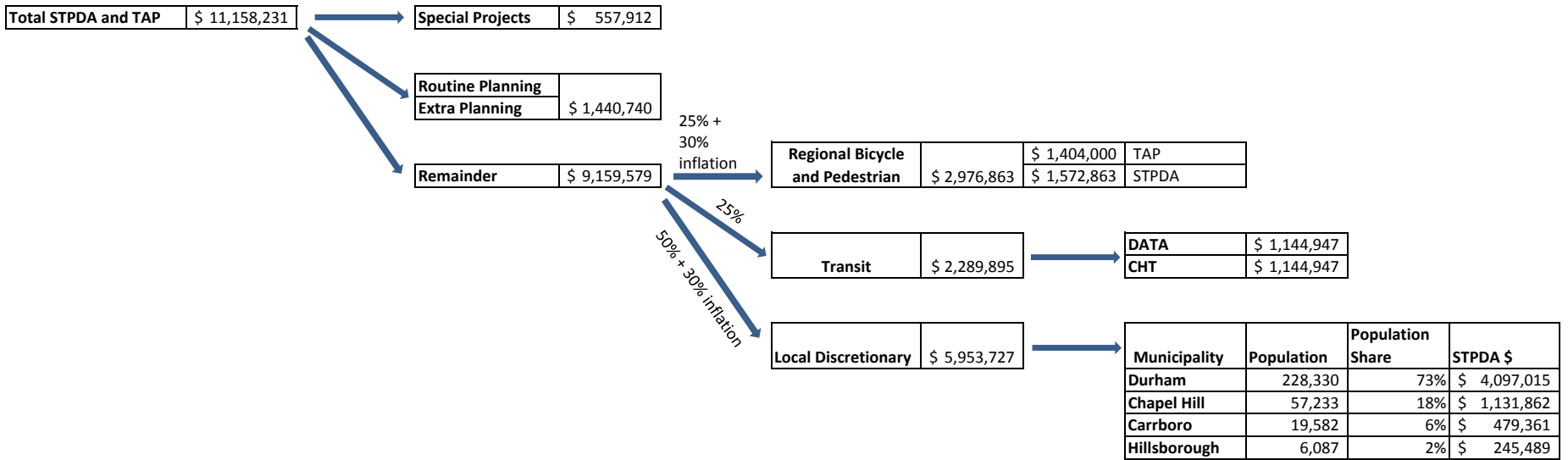
Recommended STPDA Funding in FY 2014

Carrboro	U-4726	DF	Bicycle Loop Detectors	\$ 30,000	\$ 6,000	Construction	2011	2014	No change.
Carrboro	EL-4828		Morgan Creek Greenway –Carrboro	\$ 396,636	\$ -	Construction	2007	2014	No change.
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$ 723,184	\$ -	Construction	2008	2014	No change.
Carrboro	U-4726	DD	Rogers Road- Sidewalk (Homestead to Meadow Run)	\$ 477,600	\$ -	Construction	2010	2014	Increased STPDA. Reallocated from two canceled projects.
Chapel Hill	U-4726	Ix	Tanyard Branch Greenway	\$ 100,000	\$ -	Design	new	2014	Add STPDA funding. Reallocate funding from other projects.
Chapel Hill	U-4726	Ix	Estes Drive Bike/Ped Facilities	\$ 176,000	\$ -	Design	new	2014	Add STPDA funding. Reallocate funding from other projects.
Chapel Hill	?		Variable Message Signs	\$ 194,000		Construction	new	2014	Add STPDA funding. Reallocate funding from other projects.
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson bicycle lanes and sidewalks)	\$ 200,800	\$ -	Construction	2009	2014	No change.
Durham	U-4726	HL	Barbee Road (Orindo to Pearsontown Elementary) Sidewalk	\$ 15,680	\$ -	Construction	2009	2014	No change.
Durham	C-4928		Morreene Road Bike/Ped Facilities	\$ 425,000	\$ -	Design	2010	2014	Changed to design phase and decreased funding
Durham	U-4724		Cornwallis Road Bike/Ped Facilities	\$ 275,000	\$ -	Design	2010	2014	Changed to design phase and decreased funding
Durham	U-4726	HK	Hillandale Road Bike/Ped Facilities	\$ 455,000	\$ -	Design	2011	2014	Changed to design phase and decreased funding
Durham	U-4726	HO	Carpenter Fletcher Road Bike/Ped Facilities	\$ 422,000	\$ -	Design	2010	2014	Changed to design phase and decreased funding
Durham	U-4726	Hx	Avondale Road Bike/Ped Facilities	\$ 412,000	\$ -	Construction	2011	2014	Although past the FY 14 deadline, recommend keeping funding in FY 14 in order to ensure project can proceed as quickly as possible.
Durham	U-71		East End Connector Enhancements	\$ 237,590	\$ -	Construction		2014	Add STPDA funding. Reallocate funding from other projects.
DATA	TA-4923		9 Replacement Buses	\$ 3,218,400		Capital		2014	Add STPDA funding. Reallocate funding from other projects.
DATA	TA-5019	A	7 Replacement Vans	\$ 266,000		Capital		2014	Add STPDA funding. Reallocate funding from other projects.
NCDOT	EB-4707	B	Old Durham-Chapel Hill Road (Durham)	\$ 2,412,000	\$ 1,320,000	Right-of-Way	2009	2014	
NCDOT	EB-4708	B	Old Durham-Chapel Hill Road (Durham)	\$ 3,947,035	\$ -	Construction	2010	2014	
				\$ 14,383,925	\$ 1,326,000				

Estimated Funding for FY 15-16 Programming

Current unobligated balance	\$	14,077,615
FY 14 expected obligations	\$	13,057,925
Carry-over to FY 15-16 Call for Projects	\$	1,019,690
FY 15 Estimated STPDA	\$	4,367,271
FY 16 Estimated STPDA	\$	4,367,271
Total for FY 15-16 Call for Projects - STPDA	\$	9,754,231
FY 13 TAP	\$	351,000
FY 14 TAP	\$	351,000
FY 15 Estimated TAP	\$	351,000
FY 16 Estimated TAP	\$	351,000
Total for FY 15-16 Call for Projects - TAP	\$	1,404,000
Grand Total for Call for Projects	\$	11,158,231

STPDA/TAP Distribution Policy - Approved January 8, 2014



Total STPDA Programmed	\$ 11,815,136
Total TAP Programmed	\$ 1,404,000
Total	\$ 13,219,136

Special Projects \$ 557,912

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
Hillsborough/TTA		Park and ride	Construction	HB 148 Revenue	\$ 59,210.67	
Rougemont/TTA		Park and ride	Planning	HB 148 Revenue	\$ 14,500.00	
Rougemont/TTA		Park and ride	Property Acquisition	HB 148 Revenue	\$ 59,210.67	
Rougemont/TTA		Park and ride	Construction	HB 148 Revenue		\$ 59,210.67
TTA		Refurbished Buses	Capital	HB 148 Revenue	\$ 335,780.00	
TTA		Refurbished Paratransit	Capital	HB 148 Revenue	\$ 30,000.00	

Routine Planning

Location/System	TIP #	Description	Funding Source	Phase	FY 2015	FY 2016
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Extra Planning

Location/System	TIP #	Description	Funding Source	Phase	FY 2015	FY 2016
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Regional Bicycle and Pedestrian \$ 2,976,863

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
Qualifying Bicycle and Pedestrian Projects Submitted for SPOT 3.0						
Carrboro, Chapel Hill	EL-4828	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line) - multi-use path from University Lake to the western terminus of the first phase of the greenway and a multi-use path spur to BPW Club Rd.				
Chapel Hill		Campus to Campus Connector (Merritt Mill Rd to Carolina North Campus) – multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.				
Chatham County		Farrington Point Rd / Old Farrington / Farrington Mill Rd (Durham County Line to Lystra Rd) - bicycle lanes				
Chatham County		Mt. Carmel Church Rd (Orange County Line to Old Farrington Point Road) - bicycle lanes				
Town of Cary (in Chatham County)		O'Kelley Chapel Road (NC 751 to Wake County Line/Yates Store Rd) - sidepath between Wake County Line and American Tobacco Trail				
Durham, Durham County		Erwin Rd (NC 751 to County Line) - bicycle lanes or shoulders				
Durham, Durham County		Pickett Road (Garrett Rd to Academy) - sidewalks and bicycle lanes				
Durham, Durham County, Chapel Hill		Pope Road / Ephesus Church Road (Old Durham-Chapel Hill Rd to Legion Road) - sidewalks and bicycle lanes				
Other Qualifying Projects to which STP-DA Funds Have Been Previously Allocated						
Durham	C-4928	Morreene Road (Erwin Road to Neal Road)	Right-of-Way	STPDA/TAP		
				Local	\$ -	
			Construction	STPDA/TAP		\$ 1,269,045
				Local		\$ 317,261
Durham	U-4724	Cornwallis Road (Chapel Hill Road to S. Roxboro Road)	Right-of-Way	STPDA/TAP		
				Local		
			Construction	STPDA/TAP		\$ 1,846,245
				Local		\$ 461,561
Durham	U-4726HO	Carpenter-Fletcher Road (Woodcroft Parkway to Alston Avenue)	Right-of-Way	STPDA/TAP		
				Local		
			Construction	STPDA/TAP		\$ 984,819
				Local		\$ 246,205
Chapel Hill	EB-4707A	Old Durham-Chapel Hill Road (Pope Road to US 15-501)	Right-of-Way	STPDA/TAP		
				Local		
			Construction	STPDA/TAP		
				Local		

Transit \$ 2,289,895

DATA \$ 1,144,947

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Total
DATA		Purchase 3 40-foot diesel replacement buses	Capital	STPDA		\$ 1,068,000	
			Capital	Local		\$ 267,000	
DATA		Purchase 1 15-passenger ADA van	Capital	STPDA	\$ 56,682		
			Capital	Local	\$ 14,171		
							\$ 1,124,682

Chapel Hill Transit \$ 1,144,947

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016

Local Discretionary \$ 5,953,727

City of Durham \$ 4,097,015

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
Cornwallis Rd	U-4724	Chapel Hill Rd to S. Roxboro Rd	Construction			
Morreene Rd	C-4928	Erwin Rd to Neal Rd	R/W			
Hillandale Rd	U-4726HK	I-85 to NC 147	R/W			
Carpenter-Fletcher Rd	U-4726HO	Woodcroft Pkwy to Alston Ave	R/W			

Town of Chapel Hill \$ 1,131,862

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016

Town of Carrboro \$ 479,361

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016

Town of Hillsborough \$ 245,489

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Total
Various	U-4726	Pedestrian Improvements on US 70 from Lakeshore to Orange High,	Planning	STPDA	\$ 120,000		
				Local	\$ 30,000		
Downtown Access Improvements		Construct curb relocations, remove on-street parking, ADA compliant intersection improvements	Construction	STPDA		\$ 125,000	
				Local		\$ 31,250	

\$ 245,000

MEMORANDUM

TO: Transportation Advisory Committee (TAC)

FROM: Lead Planning Agency

DATE: February 12, 2014

RE: FY 2012-2018 Transportation Improvement Program Amendment #14

FY 2012-2018 Transportation Improvement Program Amendment #14 is necessary to reflect several items.

- C-5565 – Triangle Transportation Demand Management Program – Phase II
- Chapel Hill Transit Section 5309
- Other changes to match State TIP amendments and modifications

C-5565 – Triangle Transportation Demand Management Program – Phase II

NCDOT has programmed a new TIP project number for funding this project in FY 2015 through FY 2018 in order to make it less susceptible to an audit from FHWA. Only CMAQ funding that was allocated to the MPOs for FY 2013 through 2015 is shown. NCDOT allowed CAMPO to program some of their funding through 2017. The funds for both MPOs are shifted out one year to reflect that obligations have been running behind programming.

		C-4924	C-5565			
		2014	2015	2016	2017	2018
CAMPO	(56%)	\$ 480,754	\$ 481,567	\$ 571,662	\$ 620,226	\$ 639,975
DCHC	(44%)	\$ 382,929	\$ 385,275	\$ 457,502		

According to NCDOT staff, NCDOT will not program CMAQ funding beyond 2015 other than what is shown for this project until after federal guidance on CMAQ is issued. The DCHC MPO approved projects for CMAQ funding in FY 2016 and 2017 in August 2011, including the continuation of CMAQ funding for the TDM program. This funding is not shown in this TIP amendment.

Chapel Hill Transit

Chapel Hill Transit received Section 5309 earmark funds in FY 2007 and 2008 to purchase land for a new park-and-ride lot or to possibly build a parking deck on an existing lot. The purchase of land did not work out and the parking deck proved to be too expensive. In addition, when the Town implemented “pay for parking” at their lots, usage decreased and there was no longer a need to expand their lots. Chapel Hill Transit would now like to use the funds to resurface the Southern Village and Eubanks park-and-ride lots. According to Chapel Hill Transit staff, FTA has agreed to this as long as the funds can be used quickly.

Other State TIP Amendments and Modifications

The other amendments and modifications are necessary to match recent State TIP actions.

- B-5348 – adding a bridge project that was deleted in error
- EB-4707A – delaying the Chapel Hill section of the Old Durham-Chapel Hill Road bike/ped project
- E-5501 – delaying a multi-county historical signage project (Freedom Roads)
- C-5184 – delaying the Riverwalk Trail in Hillsborough to allow the Town more time for planning and design

**RESOLUTION TO MODIFY THE 2012-2018 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #14
February 12, 2014**

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, the procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

WHEREAS, projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2012-2018 Metropolitan Transportation Improvement Program as described in the attached sheets; and

WHEREAS, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on May 8, 2013; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2040 Metropolitan Transportation Plan (MTP); and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachments to Resolution for Amendment #14 to DCHC 2012-2018 MTIP” provided here on this, the 12th day of February, 2014.

Ellen Reckhow, TAC Chair

Durham County, North Carolina

I certify that Ellen Reckhow personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: February 12, 2014

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Attachment to Resolution for Amendment #14 to DCHC 2012-2018 MTIP

Amendments

DIVISION 5

* C-5565	VARIOUS, TRIANGLE J COUNCIL OF GOVERNMENTS	IMPLEMENTATION	FY 2015 -	\$867,000	(CMAQ)
GRANVILLE	TRANSPORTATION DEMAND MANAGEMENT		FY 2015 -	\$861,000	(L)
CHATHAM	PROGRAM - PHASE II		FY 2016 -	\$1,029,000	(CMAQ)
FRANKLIN	<u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u>		FY 2016 -	\$993,000	(L)
JOHNSTON	<u>PLANNING BRANCH.</u>		FY 2017 -	\$620,000	(CMAQ)
ORANGE			FY 2017 -	\$579,000	(L)
DURHAM			FY 2018 -	\$640,000	(CMAQ)
WAKE			FY 2018 -	\$603,000	(L)
PROJ.CATEGORY				\$6,192,000	
EXEMPT					

DIVISION 7

* B-5348	SR 1005 (OLD GREENSBORO ROAD), REPLACE BRIDGE	RIGHT-OF-WAY	FY 2017 -	\$95,000	(STPON)
ORANGE	NO. 85 OVER PHIL'S CREEK.	CONSTRUCTION	FY 2018 -	\$950,000	(STPON)
PROJ.CATEGORY	<u>PROJECT PREVIOUSLY DELETED IN ERROR.</u>			\$1,045,000	
DIVISION					

Addition - Funded NC-04-0013-01 - will use 2007 and 2008 Sec 5309						
				FUNDING		
IDNUM	SYSTEM	DESCRIPTION	FUNDING	SOURCE	FY14	
TG-5247	CHAPEL HILL	Routine Capital - Resurface park and ride lots	FBUS	5309	224	
			S		28	
			L		28	

Modifications

DIVISION 7

EB-4707A	SR 1838 / SR 2220, US 15-501 IN ORANGE COUNTY TO	RIGHT-OF-WAY	FY 2014 -	\$2,650,000	(O)
DURHAM	SR 1113 (POPE ROAD) IN DURHAM COUNTY	CONSTRUCTION	FY 2014 -	\$1,475,000	(O)
ORANGE	<u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 PENDING</u>		FY 2015 -	\$1,475,000	(O)
PROJ.CATEGORY	<u>TOWN DECISION ON MATCH FUNDING, SCOPE, AND</u>			\$5,600,000	
DIVISION	<u>SCHEDULE.</u>				

DIVISION 1

E-5501	VARIOUS, FREEDOM ROADS. INSTALL INTERACTIVE	CONSTRUCTION	FY 2014 -	\$96,000	(STPE)
BRUNSWICK	WAYSIDE SIGNAGE FOR DESIGNATED SITES.		FY 2014 -	\$128,000	(O)
PASQUOTANK	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>			\$224,000	
CAMDEN	<u>ALLOW ADDITIONAL TIME TO FINALIZE AGREEMENT.</u>				

WASHINGTON
 EDGECOMBE
 CRAVEN
 CHOWAN
 BEAUFORT
 DURHAM
 WAYNE
 HALIFAX
 DARE
 BUNCOMBE
 ALAMANCE
 GUILFORD
 LENOIR
PROJ.CATEGORY
DIVISION

DIVISION 7

C-5184

ORANGE

PROJ.CATEGORY

EXEMPT

RIVERWALK TRAIL, RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GREENWAY.

RIGHT-OF-WAY	FY 2014 -	\$80,000	(CMAQ)
	FY 2014 -	\$20,000	(C)
CONSTRUCTION	FY 2014 -	\$360,000	(CMAQ)
	FY 2014 -	<u>\$90,000</u>	(C)
		\$550,000	

DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 TO ALLOW TOWN ADDITIONAL TIME FOR PLANNING AND DESIGN.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 8, 2014

Subject: **Lead Planning Agency (LPA) Staff Report**

This memorandum provides a summary status of tasks for projects in the FY 2013-2014 Unified Planning Work Program.

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

FY 2013-2014 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- ✓ Draft CTP Vision - December 2012
- ✓ CTP Deficiency Analysis & Needs Assessment – December 2013
- CTP Purpose Statement – February 2014
- Alternative Analysis – April 2014
- Draft CTP Maps /Draft CTP - June 2014
- MPO Adopt CTP – September 2014
- NCDOT BOT – December 2014
- Final CTP documentation and distribution – February 2015

MPO Community Viz. Scenarios Planning and Visualization -2.0

- ✓ Funding for local Community Viz 2.0 preparatory work – July 2013
- Geo-spatial database development for Community Viz 2.0 – February 2014
- Implementation in ArcGIS online – February- March 2014
- Field verification & Validation of data – February – June 2014
- Model/Scenario Building – FY 2015

Update of the MPO Public Involvement Policy (PIP)

- ✓ Reconcile MPO Public Involvement Policy with MAP-21 – December 2013
- Update of the MPO Public Involvement to reflect MAP-21 and new MOU – April 2014
- Public Comment period of the Draft MAP -21 compliant PIP – May 2014
- TAC adopted of the MAP-21 compliant PIP – June 2014

MPO Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP) Plan

- Desk Audit of MPO Title VI/LEP – October 2013
- Response to Title Audit – February 2014
- Implementation of the MPO Title VI and LEP – on going
- Monitoring of Title VI and LEP – On going

SE Data Update – Employment /Housing/Population Verification

- ✓ Setup of INFO-USA and Wood & Pole Employment Data - July/August 2013
- ✓ Geo-spatial development of INFOUSA employment data - December 2013
- 2013 Base Year Employment Verification – January /February 2014
- Update of Certificate of Occupancy from 2010-2013 – December 2013
- Establishment of 2013 Base Year Dwelling Unit data by TAZ – January 2014
- Development of Draft 2013 Base Year Employment & Dwelling Unit by TAZ – January/February 2014
- Employment/Dwelling Unit/Population data tabulation – December 2013
- Development of County control Totals – February 2014
- Local Review/Concurrence and Endorsement of Control Totals – March/April 2014
- SE Data Forecasts – 2014

Base Year Data Collection (Traffic/Travel Time/Crash/Transit)

- ✓ Fall data collection (Volume/Trucks/ Travel Time/Speed) –September to December 2013
- ✓ Fall Transit data collection - Augusta - December 2013
- Monitoring of Title VI and LEP – On going

GIS Online/Data Management

MPO Congestion Management Process CMP

MPO Website Update

Triangle Regional Model Update

MAP-21 Performance Measurement

Contract Number: C202436 **Route:** US-70, SR-1322
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** B-3638, R-5164F
Length: 1.233 miles **Federal Aid Number:** BRSTP-70B(2)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST.
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.
Contractor Name: DEVERE CONSTRUCTION COMPANY, INC
Contract Amount: \$1,969,734.20 **Cost Overrun/Underrun:** -2.98%
Availability Date: 7/30/2012 **Letting Date:** 6/19/2012
Completion Date: 3/18/2014 **Work Began:** 9/17/2012
Revised Completion Date: 3/25/2014 **Estimated Completion:** 3/18/2014
Last Estimate Thru: 10/31/2013 **Scheduled Progress:** 100%
Last Estimate Paid: 11/5/2013 **Actual Progress:** 99.8%

Contract Number: C202507 **Route:** I-540
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** R-2635, U-4763B
Length: 18.8 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: George C. Gibson, PE **RE Phone Number:** (919)836-4873
Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.
Type of Work: DESIGN-BUILD LANDSCAPING.
Contractor Name: SOUTHERN GARDEN, INC.
Contract Amount: \$4,800,000.00 **Cost Overrun/Underrun:**
Availability Date: 8/15/2011 **Letting Date:** 4/21/2011
Completion Date: 7/1/2015 **Work Began:** 8/15/2011
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202875 **Route:** I-540
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** I-5307, I-5310
Length: 17.133 miles **Federal Aid Number:** IM-0540(23)
Resident Engineer: Michelle H. Gaddy, PE **RE Phone Number:** (919)840-0914
Location Description: I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.
Type of Work: MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$8,384,157.45 **Cost Overrun/Underrun:** -3.82%
Availability Date: 2/27/2012 **Letting Date:** 1/17/2012
Completion Date: 11/15/2012 **Work Began:** 2/27/2012
Revised Completion Date: 4/4/2013 **Estimated Completion:** 6/30/2013
Last Estimate Thru: 6/22/2013 **Scheduled Progress:** 100%
Last Estimate Paid: 6/27/2013 **Actual Progress:** 98.14%

Contract Number: C202995 **Route:** NC-56, NC-96, US-15
 US-158, SR-1103, SR-1127
 SR-1135, SR-1192, SR-1671
 SR-1675
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0 miles **Federal Aid Number:**
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: BRG# 195 SR-1675, 16 US-15, 35 US-158, 43 SR-1103, 44 NC-96, 45 NC-56, 50 SR-1127, 54 SR-1135, 57 SR-1192 & 193 SR-1671.
Type of Work: BRIDGE PRESERVATION
Contractor Name: NHM CONSTRUCTORS, LLC
Contract Amount: \$3,034,500.45 **Cost Overrun/Underrun:** 3.47%
Availability Date: 10/1/2012 **Letting Date:** 4/17/2012
Completion Date: 7/21/2013 **Work Began:** 10/1/2012
Revised Completion Date: **Estimated Completion:** 9/30/2013
Last Estimate Thru: 8/15/2013 **Scheduled Progress:** 98%
Last Estimate Paid: 8/21/2013 **Actual Progress:** 96.62%

Contract Number: C203128 **Route:** SR-1978
Physical Division: 5 **County:** Durham

Administrative Division: 5	TIP Number: U-4716, U-4716A, U-4716B U-4716C
Length: 4.203 miles	Federal Aid Number: FRA-FR-HSR-0006-10-01-00
Resident Engineer: Michelle H. Gaddy, PE	RE Phone Number: (919)840-0914
Location Description: CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.	
Type of Work: GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$10,900,447.15	Cost Overrun/Underrun: 12.87%
Availability Date: 12/31/2012	Letting Date: 11/20/2012
Completion Date: 12/28/2015	Work Began: 1/30/2013
Revised Completion Date:	Estimated Completion: 12/28/2015
Last Estimate Thru: 11/7/2013	Scheduled Progress: 68%
Last Estimate Paid: 11/18/2013	Actual Progress: 48.63%

Contract Number: C203220	Route: NC-54, US-70, SR-1002 SR-1101, SR-1445, SR-1451 SR-1453, SR-1628, SR-1670 SR-1940, SR-1954, SR-2028
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 21.88 miles	Federal Aid Number:
Resident Engineer: Michelle H. Gaddy, PE	RE Phone Number: (919)840-0914
Location Description: US-70 FROM SR-1815 TO SR-1959, NC-54 FROM I-40 TO ORANGE COUNTY LINE AND 11 SECTIONS OF SECONDARY ROADS.	
Type of Work: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
Contractor Name: CAROLINA SUNROCK LLC	
Contract Amount: \$4,789,367.50	Cost Overrun/Underrun: 4.51%
Availability Date: 3/18/2013	Letting Date: 12/18/2012
Completion Date: 10/18/2013	Work Began: 7/12/2013
Revised Completion Date:	Estimated Completion: 11/8/2013
Last Estimate Thru: 10/31/2013	Scheduled Progress: 100%
Last Estimate Paid: 11/6/2013	Actual Progress: 89.44%

Contract Number: C203273	Route:
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 1.189 miles	Federal Aid Number:
Resident Engineer: E. Boyd Tharrington, PE	RE Phone Number: (919)562-7000
Location Description: REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.	
Type of Work: DESIGN BUILD.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$8,800,000.00	Cost Overrun/Underrun: 0%
Availability Date: 4/29/2013	Letting Date: 3/19/2013
Completion Date: 9/30/2016	Work Began: 4/29/2013
Revised Completion Date:	Estimated Completion: 9/30/2016
Last Estimate Thru: 10/31/2013	Scheduled Progress: 5.63%
Last Estimate Paid: 11/1/2013	Actual Progress: 5.63%

Contract Number: DE00073	Route: I-40
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-4049E
Length: 0 miles	Federal Aid Number: STP-000S(197)
Resident Engineer: David B. Moore	RE Phone Number: (919)250-4202
Location Description: I-40, I-440 AND US 1 IN WAKE AND DURHAM COUNTIES	
Type of Work: CCTV METAL POLE INSTALLATIONS	
Contractor Name: ALS OF NORTH CAROLINA, INC.	
Contract Amount: \$149,646.48	Cost Overrun/Underrun:
Availability Date: 9/16/2013	Letting Date: 8/28/2013
Completion Date: 3/14/2014	Work Began: 9/23/2013
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>
09/13	U-4726HL	5	DURHAM	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GEER STREET
04/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY)TO NORTH OF NC 98
06/14	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS
09/14	EB-4707A	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS
09/14	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)
09/14	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	NC 751 /SR 1183-2220/ NON-SYSTEM (UNIVERSITY DRIVE) FROM SR1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS - NC 98 (HOLLOWAY STREET)
06/15	U-5517	5	DURHAM	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM
09/15	C-5182	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS
09/15	C-5183A	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
11/15	U-5516	5	DURHAM	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM
08/16	I-5331	5	DURHAM	Division POC Let (DPOC)	INTERSTATE PREVENTATIVE MAINTENANCE (IMPM) I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE
03/17	I-5334	5	DURHAM	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70
06/17	B-4943	5	DURHAM	Raleigh Letting (LET)	RELPACE BRIDGE 20 OVER DIAL CREEK ON SR 1616
05/14	Small Constr.	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT
10/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)
11/14	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout
07/14	EB-4411D	5	DURHAM	Division POC Let (DPOC)	Paved Shoulders on Barbee Chapel Rd, Farrington Rd, & Stagecoach Rd w/ left-turn lane at Farrington Mill Rd.
	SS 4906BP 43696.1.1 43696.3.1	5	DURHAM	Division annual needs contract	Upgrade SR 1327 (Gregson St) at Club Blvd replace existing ped heads, add flashing yellow arrows, remove concrete island in NW quadrant, cut back islands on north and west legs

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>
	SS 4905BR 43781.1.1 43781.3.1	5	DURHAM	Division annual needs contract	Upgrade NC 55 (Alston Ave) at NC 147 NB Off Ramp/Gann St with flashing yellow arrows for NBLT onto Gann St and SBLT from NC 55 onto NC 147 SB on ramp
	SS 4905BI 43567.1.1 43567.3.1	5	DURHAM	Division annual needs contract	Install traffic signal and construct left turn lanes on SR 1004 (Old Oxford Rd)
	SS 4905BT 43783.1.1 43783.3.1	5	DURHAM	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and install pedestrian accommodations on all legs of the intersection

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
ER-2971G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street) in Chapel Hill .	5/2/13	8/15/13		100% Complete. Final review pending.	\$200,000	Small Construction/ Division Enhancement; MA w/TOCH, LGA
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/1/2014	Carolina Sunrock	Begin construction Spring 2014	\$4,300,000	TIP
U-0624 C203175 34762.3.4	Widening , Grading, Drainage, Paving & Signals on NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr) in Chapel Hill .	10/16/2012	12/28/2014	Triangle Grading and Paving	67%Complete 50% Schedule	\$4,565,147	TIP
U-2803 C203028 34860.3.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek in Carrboro .	12/18/2012	5/14/2015	Yates Construction	33% Complete 50% Schedule	\$4,946,197	TIP
U-3306 C202266 34913.3.ST1	Grading, Drainage, Paving, Signals, Curb, and Gutter and Retaining Walls on SR 1733 (Weaver Dairy Road) From NC 86 to Old Sterling Road in Chapel Hill .	7/20/2010	Anticipated 5/1/14 due to extra work, Partial acceptance pending.	Yates Construction	100% Complete 100% Schedule	\$9,584,886	ARRA / TIP
W-5318 C203193	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co. line.	2/19/2013	12/15//13	Carolina Sunrock	76% Complete 100% Schedule	\$4,750,000	High Hazard Safety
43745	Installation of a traffic signal on SR 1750 (Estes Drive) at Library Drive (non system) in Chapel Hill .		4/1/13	Awaiting ped head installation by Town	NCDOT forces - 100% Complete	\$75,000	Small Construction Funds
SS-4907AW 43295.3.1	Installing guardrail on NC 751 at Bridge 16, 0.2 miles south of US 70, east of Hillsborough.		11/15/2013		Work complete pending RTE inspection	\$60,000	State Spot Safety
W-5207E 45337.1.5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	10/17/2013	2/5/2015	Triangle Grading & Paving	Contract awarded	\$640,000	High Hazard Safety
TIP/WBS #	Description	Let Date	Completion Date		Status	Cost	Comments
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in Chapel Hill .	TBD	Spring 2014		Town acquiring R/W - Easement from UNC	\$30,000	Division Enhancement; MA w/TOCH, LGA

W-5207E 45337.1.5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	10/17/2013	2/5/2015	Triangle Grading & Paving	Contract awarded	\$640,000	High Hazard Safety
W-5207I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in Carrboro	Spring 2014	TBD		Meet with city/utilities and others 11/8/13. Sidewalk issue at Kangaroo.	\$50,000	High Hazard Safety
SS -4907V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	6/15/2014	TBD		Alternate Design in progress	\$198,000	Spot Safety- State
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders (including resurfacing) along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	12/1/2013	TBD		Funding Transfer pending	\$500,000	Bike/Ped enhancement

DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 46234.3.1	Riverwalk Trail Phase III - Construct a paved off-road trail along Eno River connecting River Park, Gold Park and the Occoneechee Mountain State Natural Area and construct sidewalk to provide pedestrian and bicycle connections to the Greenway in Hillsborough	3/1/14	TBD	Design in progress, R/W authorization pending	\$610,000	CMAQ
EB-4707A (Orange) EB-4707B (Durham)	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County	9/30/2014 (D5DRL)	TBD	Design in progress, R/W -1/1/14	\$4,900,000	Enhancement - Bike and Ped.
EL-4828 / 40245.1.1 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood in Carrboro	6/31/14	TBD	Design in progress	\$480,000	STP-DA; MA w/TOC
SR-5000S 40922.1.18	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School			Program underway	\$12,865	Safe Routes to Schools; MA w/TOC
SR-5001AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	2/21/12	12/31/12	Construction complete; Final review complete, closeout pending	\$300,000	Safe Routes to Schools; MA w/TOC
SR-5001AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Chapel Hill	4/12/12	9/30/13	Construction complete; Final closeout pending	\$50,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOCH
U-4726DC 36268.3.4	Wilson Park Multi-Use Path in Carrboro	6/7/12	11/26/12	Construction complete; Final review complete, closeout pending	\$129,431	STP-DA; MA w/TOC
U-4726DD	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in Carrboro	10/31/13	4/30/14	Plans under review	\$428,960	STP-DA; MA w/TOC
U-4726DE (replaces EL- 4994)	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in Carrboro	TBD	TBD	Design underway	\$590,000	STP-DA; MA w/TOC
U-4726DF	Bicycle detection at Signalized Intersections in Carrboro	1/1/14	TBD	Design underway	\$36,000	STP-DA; MA w/TOC
U-4726IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in Chapel Hill	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STP-DA; MA w/TOCH

DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO
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TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
U-4726IG	Morgan Creek Trail Phase 2 - Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase 1 in Chapel Hill	9/12/12	11/1/13	Construction underway	\$1,310,000 / additional funds \$1,000,000 8/12	STP-DA; MA w/TOCH

ACTIVE NCDOT DIVISION 8 PROJECTS IN DCHCMPO

Map #	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
	W-5208G/ 4 5338.3.7	SR-1717 (Jack Bennett Rd), Chatham Co. Realign horizontal curve	April 2014	Not Available	Roadway design plans complete; ROW acquisition in progress	\$803K	Not Available	After ROW is acquired, the process of moving utilities will begin.
	C-5176	American Tobacco Trail (Chatham Co.) - New Hope Church Road Trail Head Park & Ride Lot. Accomodations for 100 spaces including parking for Horse Trailers, Restroom facilities, picnic area and public art.	Fall 2013	6/30/2015	Plans and Specifications are complete and have been submitted to NCDOT	\$1.2M	Coulter, Jewell Thames P.A.	Plans and Specifications are expected to be approved by the end of November. Bidding the project for construction will begin.

ACTIVE NCDOT DIVISION 8 PROJECTS IN DCHCMPO

Map#	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
SURFACE TREATMENT							
RESURFACING							
24	8C.20191.20	SR 1730 Wake Rd/Grandale Dr From Durham County Line to Wake County Line (0.494 miles) - Asphalt Surface Course	7/1/13	6/30/14	Work to begin 9/3/13	\$2.9M	Patch resurfacing Chatham resurfacing package